

[COMMITTEE PRINT]

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TRANSPORTATION AND HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS BILL, 2016

JUNE 00, 2015.—Ordered to be printed

Ms. COLLINS, from the Committee on Appropriations, submitted the following

REPORT

[To accompany H.R. 2577]

The Committee on Appropriations, to which was referred the bill (H.R. 2577) making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016, and for other purposes, reports the same to the Senate with an amendment, and recommends that the bill as amended do pass.

Amounts of new budget (obligational) authority for fiscal year 2016

Total of bill as reported to the Senate	\$55,646,000,000
Amount of 2015 appropriations	53,772,000,000
Amount of 2016 budget estimate ¹	55,346,458,000
Amount of 2016 House allowance	55,260,800,000
Bill as recommended to Senate compared to—	
2015 appropriations	+ 1,874,000,000
2016 budget estimate	+ 299,542,000
House allowance	+ 385,200,000

¹The budget estimate proposed converting \$7,303,000,000 associated with certain surface transportation programs previously treated as budget authority into obligation limits. The Committee recommendation does not reclassify the funding for these programs.

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OVERVIEW AND SUMMARY OF THE BILL

The Transportation and Housing and Urban Development, and Related Agencies appropriations bill provides funding for a wide array of Federal programs, mostly in the Departments of Transportation [DOT] and Housing and Urban Development [HUD]. These programs include investments in road, transit, rail, maritime, and airport infrastructure; the operation of the Nation's air traffic control system; housing assistance for those in need, including the homeless, elderly, and disabled; resources to support community planning and development; activities to improve road, rail, and pipeline safety; and a wide range of research efforts.

The bill also provides funding for the Federal Housing Administration and Government National Mortgage Association to continue their traditional roles of providing access to affordable homeownership in the United States.

The programs and activities supported by this bill include significant responsibilities entrusted to the Federal Government and its partners to protect human health and safety, support a vibrant economy, and achieve policy objectives strongly supported by the American people. The funding provided in this bill supports the investments necessary for a strong and economically competitive Nation. The ability to fulfill these responsibilities and make important investments is made challenging by pressure on available levels of discretionary spending as a consequence of the overall public debate on Federal spending, revenues, and size of the Federal debt.

This bill makes the operation of the interstate highway system possible, as well as the world's safest air transportation system. It ensures safe and sanitary housing for 4.7 million low and extremely low-income families and individuals, over half of whom are elderly and/or disabled. It provides funding that is leading to the gradual elimination of homelessness among veterans. This bill also includes funding for competitive grants to communities to support transportation infrastructure projects of national or regional importance.

In the context of overall pressures on spending and the competing priorities that the Committee faces, this bill, as reported, provides the proper amount of emphasis on transportation, housing, community development, and other programs and activities funded within it. It is consistent with the subcommittee's allocation for fiscal year 2016. All accounts in the bill have been closely examined to ensure that an appropriate level of funding is provided to carry out the programs of DOT, HUD, and related agencies. Details on each of the accounts, the funding level, and the Committee's justifications for the funding levels are included in the report.

PROGRAM, PROJECT, AND ACTIVITY

During fiscal year 2016, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to appropriations contained in the accompanying bill, the terms "program, project, and activity" [PPA] shall mean any item for which a dollar amount is contained in appropriations acts (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. This definition shall apply to all programs for which new budget (obligational) authority is provided, as well as to discretionary grants and discretionary grant allocations made through either bill or report language. For example, the percentage reductions made pursuant to a sequestration order to funds appropriated for facilities and equipment, Federal Aviation Administration, would be applied equally to each budget item that is listed under said account in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriations acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference.

REPROGRAMMING GUIDELINES

The Committee includes a provision (section 405) establishing the authority by which funding available to the agencies funded by this act may be reprogrammed for other purposes. The provision specifically requires the advanced approval of the House and Senate Committees on Appropriations of any proposal to reprogram funds that:

- creates a new program;
- eliminates a program, project, or activity [PPA];
- increases funds or personnel for any PPA for which funds have been denied or restricted by the Congress;
- proposes to redirect funds that were directed in such reports for a specific activity to a different purpose;
- augments an existing PPA in excess of \$5,000,000 or 10 percent, whichever is less;
- reduces an existing PPA by \$5,000,000 or 10 percent, whichever is less; or
- creates, reorganizes, or restructures offices different from the congressional budget justifications or the table at the end of the Committee report, whichever is more detailed.

The Committee retains the requirement that each agency submit an operating plan to the House and Senate Committees on Appropriations not later than 60 days after enactment of this act to establish the baseline for application of reprogramming and transfer authorities provided in this act. Specifically, each agency should provide a table for each appropriation with columns displaying the prior year enacted level; budget request; adjustments made by Congress; adjustments for rescissions, if appropriate; and the fiscal year enacted level. The table shall delineate the appropriation and prior year enacted level both by object class and by PPA, as well

as identify balances available for use under section 406 of the bill. The report must also identify items of special congressional interest.

The Committee expects the agencies and bureaus to submit reprogramming requests in a timely manner and to provide a thorough explanation of the proposed reallocations, including a detailed justification of increases and reductions and the specific impact the proposed changes will have on the budget request for the following fiscal year. Except in emergency situations, reprogramming requests should be submitted no later than June 30.

The Committee expects each agency to manage its programs and activities within the amounts appropriated by Congress. The Committee reminds agencies that reprogramming requests should be submitted only in the case of an unforeseeable emergency or a situation that could not have been anticipated when formulating the budget request for the current fiscal year. Further, the Committee notes that when a Department or agency submits a reprogramming or transfer request to the Committees on Appropriations and does not receive identical responses from the House and Senate, it is the responsibility of the Department to reconcile the House and Senate differences before proceeding, and if reconciliation is not possible, to consider the request to reprogram funds unapproved.

The Committee would also like to clarify that this section applies to the Department of Transportation's Working Capital Fund, and that no funds may be obligated from such funds to augment programs, projects or activities for which appropriations have been specifically rejected by the Congress, or to increase funds or personnel for any PPA above the amounts appropriated by this act.

CONGRESSIONAL BUDGET JUSTIFICATIONS

Budget justifications are the primary tool used by the House and Senate Committees on Appropriations to evaluate the resource requirements and fiscal needs of agencies. The Committee is aware that the format and presentation of budget materials is largely left to the agency within presentation objectives set forth by OMB. In fact, OMB Circular A-11, part 6 specifically states that the "agency should consult with your congressional committees beforehand to ensure their awareness of your plans to modify the format of agency budget documents." The Committee expects that all agencies funded under this act will heed this directive. The Committee expects all of the budget justifications to provide the data needed to make appropriate and meaningful funding decisions.

While the Committee values the inclusion of performance data and presentations, it is important to ensure that vital budget information that the Committee needs is not lost. Therefore, the Committee directs that justifications submitted with the fiscal year 2017 budget request by agencies funded under this act contain the customary level of detailed data and explanatory statements to support the appropriations requests at the level of detail contained in the funding table included at the end of the report. Among other items, agencies shall provide a detailed discussion of proposed new initiatives, proposed changes in the agency's financial plan from prior year enactment, and detailed data on all programs and comprehensive information on any office or agency restructurings. At

a minimum, each agency must also provide adequate justification for funding and staffing changes for each individual office and materials that compare programs, projects, and activities that are proposed for fiscal year 2017 to the fiscal year 2016 enacted level.

The Committee is aware that the analytical materials required for review by the Committee are unique to each agency in this act. Therefore, the Committee expects that the each agency will coordinate with the House and Senate Committees on Appropriations in advance on its planned presentation for its budget justification materials in support of the fiscal year 2017 budget request.

INCREASING EFFICIENCY

The departments, agencies, boards, and commissions funded in this bill can and should continue to reduce operating expenses by placing greater scrutiny on overhead costs. Savings can and should be achieved by reducing non-essential travel, office supply, rent, and utility costs. The Committee directs each department, agency, board, and commission funded in this bill to develop a plan to reduce such costs by at least 10 percent in fiscal year 2016. Plans to achieve these savings in fiscal year 2016 should be submitted to the Committee no later than 30 days after enactment of this act.

The Committee is concerned about the millions of taxpayer dollars spent on wasteful printing practices each year and the lack of clear printing policies within Federal agencies. While progress has been made to better utilize the cloud and digitalize records, little progress has been made to reform in-house printing practices. The Committee recommends the Departments of Transportation and Housing and Urban Development work with Office of Management and Budget to reduce printing and reproduction by 34 percent and report to the House and Senate Committees on Appropriations within 60 days after enactment of this Act on what steps have been taken to reduce printing volume and costs. The report should specifically identify how much money each agency will be saving.

TITLE I

DEPARTMENT OF TRANSPORTATION

The Solvency of the Highway Trust Fund and Authorization of Transportation Program.—This year, the Committee is once again in the position of recommending funding levels for Federal highway, transit, and highway and truck safety programs without any assurances that sufficient balances will be available from the Highway Trust Fund to support these programs, even at the funding levels enacted for the current year. Furthermore, the Committee is conducting its work without any certainty that the necessary contract authority will be available for the whole of fiscal year 2016.

The Department of Transportation currently projects that the balances of the Highway Trust Fund will reach critical levels in July of this year. At that point, the Department expects it will have to delay reimbursements to States who have spent their own funds on eligible highway projects. Furthermore, both the Department and the Congressional Budget Office project that current balances will be depleted before the end of fiscal year 2016.

When the Department of Transportation is forced to delay its reimbursements, the Federal Government has failed to uphold its commitments to the State and local governments that rely on these transportation programs to support their communities. If we do not protect the solvency of the trust fund, then we suddenly leave State governments bearing the full cost of these transportation projects. Many States are deciding that they cannot rely on the Federal Government this summer. They are bracing for a shortfall in the Highway Trust Fund by delaying construction projects that would have supported jobs and improved their transportation systems.

The funding of most surface transportation programs also relies on the availability of contract authority, which expires under current law at the end of July. The Administration has released its proposal for authorizing these programs over the next 6 years, and the relevant authorizing committees are putting together their legislation. Unfortunately, it is still not clear if the levels of contract authority for the next fiscal year will be enacted as part of a multi-year authorization law, a short-term extension that covers all of fiscal year 2016, or a series of short-term extensions that eventually cover the whole fiscal year.

The Committee has spoken on these issues many times in recent years. Committee reports have repeatedly called for bringing long-term solvency to the Highway Trust Fund, and for 7 years in a row, the Committee has recommended funding levels without knowing when the necessary contract authority would be enacted.

In order to put forward realistic funding recommendations, the Committee is assuming that authorization for transportation programs will be extended through fiscal year 2016 at the levels authorized for fiscal year 2015. This assumption is consistent with recent extensions of the transportation programs. This assumption is especially relevant for those programs that rely on contract authority provided in the authorization acts, including the Federal-aid Highways program, the formula and bus transit programs, the programs of the Federal Motor Carrier Safety Administration, and most funding for the National Highway Traffic Safety Administration.

OFFICE OF THE SECRETARY

Section 3 of the Department of Transportation Act of October 15, 1966 (Public Law 89-670) provides for the establishment of the Office of the Secretary of Transportation [OST]. OST is comprised of the Secretary and the Deputy Secretary immediate and support offices; the Office of the General Counsel; the Office of the Under Secretary of Transportation for Policy, including the offices of the Assistant Secretary for Aviation and International Affairs and the Assistant Secretary for Transportation Policy; four Assistant Secretarial offices for Budget and Programs, Governmental Affairs, Research and Technology, and Administration; and the Offices of Public Affairs, the Executive Secretariat, Small and Disadvantaged Business Utilization, Intelligence, Security and Emergency Response, and Chief Information Officer. OST also includes the Department's Office of Civil Rights and the Department's Working Capital Fund.

SALARIES AND EXPENSES

Appropriations, 2015	\$105,000,000
Budget estimate, 2016	113,657,000
House allowance	93,500,000
Committee recommendation	110,738,000

PROGRAM DESCRIPTION

This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries, and the general counsel.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$110,738,000 for salaries and expenses of OST, including \$60,000 for reception and representation expenses. The recommendation is \$2,919,000 less than the budget request and \$5,738,000 more than the fiscal year 2015 enacted level. The accompanying bill stipulates that none of the funding provided may be used for the position of Assistant Secretary for Public Affairs. In addition, the request to fund a new Office of the Assistant Secretary for Innovative Finance is denied.

The accompanying bill authorizes the Secretary to transfer up to 5 percent of the funds from any office within the Office of the Secretary to another. The Committee recommendation also continues language that permits up to \$2,500,000 of fees to be credited to the Office of the Secretary for salaries and expenses.

The following table summarizes the Committee's recommendation in comparison to the fiscal year 2015 enacted level and the budget request:

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Office of the Secretary	\$2,696,000	\$2,734,000	\$2,734,000
Office of the Deputy Secretary	1,011,000	1,025,000	1,025,000
Office of the General Counsel	19,900,000	20,609,000	20,109,000
Office of the Under Secretary of Transportation for Policy	9,800,000	11,796,000	10,141,000
Office of the Assistant Secretary for Budget and Programs	12,500,000	13,867,000	13,867,000
Office of the Assistant Secretary for Governmental Affairs	2,500,000	2,546,000	2,546,000
Office of the Assistant Secretary for Administration	25,365,000	27,611,000	27,411,000
Office of Public Affairs	2,000,000	2,029,000	2,029,000
Office of the Executive Secretariat	1,714,000	1,769,000	1,769,000
Office of Small and Disadvantaged Business Utilization	1,414,000		1,434,000
Office of Intelligence, Security, and Emergency Response	10,600,000	10,793,000	10,793,000
Office of the Chief Information Officer	15,500,000	16,880,000	16,880,000
Office of the Assistant Secretary for Innovative Finance		2,000,000	
Total	105,000,000	113,657,000¹	110,738,000

¹ Difference due to rounding.

IMMEDIATE OFFICE OF THE SECRETARY

PROGRAM DESCRIPTION

The Secretary of Transportation provides leadership and has the primary responsibility to provide overall planning, direction, and control of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,734,000 for fiscal year 2016 for the Immediate Office of the Secretary. The recommendation is equal to the budget request and \$38,000 more than the fiscal year 2015 enacted level.

Electronic Cigarettes.—The Committee is concerned about the status of a final rule prohibiting the use of electronic cigarettes on aircraft, which the Secretary indicated would be published by the end of 2014. In order to provide certainty to passengers and crew and to better protect consumer health, the Committee directs the Department to finalize its proposed rule (Docket No. DOT-OST-2011-0044) as quickly as possible.

Given recent incidences of fires involving electronic cigarettes in checked baggage, the Committee is pleased that the Federal Aviation Administration has been working with the International Civil Aviation Organization and has issued a safety alert recommending that e-cigarettes and related devices not be allowed in checked luggage within the cargo hold of planes. However, the Committee remains concerned about the sufficiency of these measures. The Secretary is directed to report to the House and Senate Committees on Appropriations within 60 days of enactment of this act on the agency's progress, and on any additional measures that may be warranted or statutory authority that may be required to prevent the incidence of fires caused by electronic cigarettes.

Mobile Wireless Devices.—The Committee remains concerned about the Department's delay in issuing a final rule on voice communication on commercial aircraft. On February 24, 2014, the Department published an Advance Notice of Proposed Rulemaking (Docket No. DOT-OST-2014-0002) regarding the use of mobile wireless devices for voice calls on commercial aircraft. The approval of voice communication over mobile wireless devices during commercial airline flights would be problematic for many of the nearly 2 million passengers flying each day and challenging for the airlines. The Committee directs the Department to issue the final rule expeditiously and to ensure the rule takes into account the full impact of such communication on consumers and the commercial aviation industry.

Outreach on Construction Jobs.—The Committee remains concerned about the high unemployment rate of the Nation's construction industry. Despite the efforts of the Office of Federal Procurement Policy to increase communication between procurement officers and industry, the Committee believes that local contractors very often do not know about nor have the opportunity to compete for local construction projects funded in this act. Therefore, the Committee directs the Secretary to ensure that regional/district offices responsible for managing or overseeing construction projects ensure that local construction industry contractors are informed about procurement opportunities and the bidding process. Sharing this information is especially important for small businesses, minority-owned businesses, and women-owned businesses. The Committee requests a clear outreach plan from the Secretary no later than 90 days after enactment of this act. This plan should mod-

ernize traditional outreach methods and include best practices for grant recipients to reach a broader group of local contractors.

Equipage loan guarantee.—Section 221 of the FAA Modernization and Reform Act of 2012 proposed a loan guarantee program to equip aircraft with the avionics required to meet the mandate that all aircraft be equipped with “ADS–B Out” avionics by 2020. The Committee directs the Secretary of Transportation to work with stakeholders to evaluate how such a loan guarantee program can address the outstanding need for general aviation avionics upgrades required to meet the 2020 deadline. In addition, the Secretary is directed to provide a report to the House and Senate Committees on Appropriations that outlines the policies, procedures, and organizational structure required to establish such a loan guarantee program no later than 180 days after enactment of this act.

IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

PROGRAM DESCRIPTION

The Deputy Secretary has the primary responsibility of assisting the Secretary in the overall planning and direction of the Department.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,025,000 for the Immediate Office of the Deputy Secretary, which is equal to the budget request and \$14,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE GENERAL COUNSEL

PROGRAM DESCRIPTION

The Office of the General Counsel provides legal services to the Office of the Secretary, including the conduct of aviation regulatory proceedings and aviation consumer activities, and coordinates and reviews the legal work in the chief counsels’ offices of the operating administrations. The General Counsel is the chief legal officer of the Department and the final authority on all legal questions.

COMMITTEE RECOMMENDATION

The Committee recommends \$20,109,000 for expenses of the Office of the General Counsel for fiscal year 2016. The recommended funding level is \$500,000 less than the budget request and \$209,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE UNDER SECRETARY OF TRANSPORTATION FOR POLICY

PROGRAM DESCRIPTION

The Under Secretary for Policy is the chief policy officer of the Department and is responsible to the Secretary for the analysis, development, and review of policies and plans for domestic and international transportation matters. The Office administers the economic regulatory functions regarding the airline industry and is responsible for international aviation programs, the essential air service program, airline fitness licensing, acquisitions, inter-

national route awards, computerized reservation systems, and special investigations, such as airline delays.

COMMITTEE RECOMMENDATION

The Committee recommends \$10,141,000 for the Office of the Under Secretary for Policy. The recommended funding level is \$1,655,000 less than the budget request and \$341,000 more than the fiscal year 2015 enacted level. The request to fund a new Office of Safety Oversight is denied. Instead, funding is provided directly to the operating modes to address critical safety needs.

Comprehensive Truck Size and Weight Limits Study.—The bill includes a provision that requires the Secretary to transmit to Congress the final Comprehensive Truck Size and Weight Limits Study, as mandated by MAP-21, within 30 days of enactment of this act. The Office of the Under Secretary's allocation will be reduced by \$100,000 each day the submission does not meet the deadline. The Committee is disappointed that the Department released the long overdue Technical Reports with the finding that there is minimal data to inform Congress as it pursues a new highway reauthorization. DOT's assertion that the limited amount of data available inhibits their efforts to conclusively evaluate the effects of changing allowable truck size and weight limits is particularly striking because these same reasons were made in the 2000 "Comprehensive Truck Size and Weight" report, 15 years ago. The Committee notes, however, that the Department's study covers a range of issues and that the amount and quality of the data varies across these topics. For example, within the Technical Reports, the Department does identify certain productivity and environmental benefits of increasing weight and size limits. The Committee expects all valid technical information to be taken into consideration prior to submitting the final report to Congress. The Committee also directs the Secretary to identify which elements of the research are valid based on data availability and the soundness of the study methodology as determined by the Transportation Research Board peer-review committee's recommendation.

OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

PROGRAM DESCRIPTION

The Assistant Secretary for Budget and Programs serves as the Chief Financial Officer for the Department and provides leadership on all financial management matters. The primary responsibilities of this office include ensuring the development and justification of the Department's annual budget submissions for consideration by the Office of Management and Budget and the Congress. The Office is also responsible for the proper execution and accountability of these resources. In addition, the Office of the Chief Financial Officer for the Office of the Secretary is located within the Office of the Assistant Secretary for Budget and Programs.

COMMITTEE RECOMMENDATION

The Committee recommends \$13,867,000 for the Office of the Assistant Secretary for Budget and Programs. The recommended level is equal to the budget request and \$1,367,000 more than the fiscal

year 2015 enacted level. The Committee recommendation includes funding to assist the Department in complying with the Digital Accountability and Transparency Act. The bill includes language requiring quarterly status updates of all pending congressional reports and requires reports to Congress to be provided in electronic format.

OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

PROGRAM DESCRIPTION

The Assistant Secretary for Governmental Affairs advises the Secretary on all congressional and intergovernmental activities and on all departmental legislative initiatives and other relationships with Members of Congress. The Assistant Secretary promotes effective communication with other Federal agencies and regional Department officials, and with State and local governments and national organizations for development of departmental programs; and ensures that consumer preferences, awareness, and needs are brought into the decision making process.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$2,546,000 for the Office of the Assistant Secretary for Governmental Affairs. The recommended level is equal to the budget request and \$46,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

PROGRAM DESCRIPTION

The Assistant Secretary for Administration is responsible for establishing policies and procedures, setting guidelines, working with the operating administrations to improve the effectiveness and efficiency of the Department in human resource management, security and administrative management, real and personal property management, and acquisition and grants management.

COMMITTEE RECOMMENDATION

The Committee recommends \$27,411,000 for the Office of the Assistant Secretary for Administration. The recommended funding level is \$200,000 less than the budget request and \$2,046,000 more than the fiscal year 2015 enacted level.

OFFICE OF PUBLIC AFFAIRS

PROGRAM DESCRIPTION

The Director of Public Affairs is the principal advisor to the Secretary and other senior departmental officials on public affairs questions. The Office is responsible for managing the Secretary's presence in the media, writing speeches and press releases, and preparing the Secretary for public appearances. The Office arranges media events and news conferences, and responds to media inquiries on the Department's programs and other transportation-related issues. It also provides information to the Secretary on the

opinions and reactions of the public and news media on these programs and issues.

COMMITTEE RECOMMENDATION

The Committee recommends \$2,029,000 for the Office of Public Affairs, which is equal to the budget request and \$29,000 more than the fiscal year 2015 enacted level.

EXECUTIVE SECRETARIAT

PROGRAM DESCRIPTION

The Executive Secretariat assists the Secretary and the Deputy Secretary in carrying out their management functions and responsibilities by controlling and coordinating internal and external written materials.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,769,000 for the Executive Secretariat. The recommendation is equal to the budget request and \$55,000 more than the fiscal year 2015 enacted level.

OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

PROGRAM DESCRIPTION

The Office of Small and Disadvantaged Business Utilization has primary responsibility for providing policy direction for small and disadvantaged business participation in the Department's procurement and grant programs, and effective execution of the functions and duties under sections 8 and 15 of the Small Business Act, as amended.

COMMITTEE RECOMMENDATION

The Committee recommends \$1,434,000 for the Office of Small and Disadvantaged Business Utilization, which is \$20,000 more than the fiscal year 2015 enacted level. The Committee recommendation is equal to the budget request; however, the Committee rejects the request to merge the Office with the Minority Business Outreach.

OFFICE OF INTELLIGENCE, SECURITY, AND EMERGENCY RESPONSE

PROGRAM DESCRIPTION

The Office of Intelligence, Security and Emergency Response ensures the development, coordination, and execution of plans and procedures for the Department to balance transportation security requirements with the safety, mobility, and economic needs of the Nation. The Office keeps the Secretary and his advisors apprised of current developments and long-range trends in international issues, including terrorism, aviation, trade, transportation markets, and trade agreements. The Office also advises the Department's leaders on policy issues related to intelligence, threat information sharing, national security strategies and national preparedness and response planning.

To ensure the Department is able to respond in disasters, the Office prepares for and coordinates the Department's participation in national and regional exercises and training for emergency personnel. The Office also administers the Department's Continuity of Government and Continuity of Operations programs and initiatives. Additionally, the Office provides direct emergency response and recovery support through the National Response Framework and operates the Department's Crisis Management Center. The center monitors the Nation's transportation system 24 hours a day, 7 days a week, and is the Department's focal point during emergencies.

COMMITTEE RECOMMENDATION

The Committee recommends \$10,793,000 for the Office of Intelligence, Security, and Emergency Response. The recommendation is equal to the budget request and \$193,000 more than the fiscal year 2015 enacted level.

OFFICE OF THE CHIEF INFORMATION OFFICER

PROGRAM DESCRIPTION

The Office of the Chief Information Officer [OCIO] serves as the principal adviser to the Secretary on matters involving information technology, cybersecurity, privacy, and records management.

COMMITTEE RECOMMENDATION

The Committee recommends \$16,880,000, which is equal to the budget request and \$1,380,000 more than the fiscal year 2015 enacted level. The Committee encourages the OCIO to perform periodic automated inventories of software licenses in use across the Department. As such, the OCIO should compare those usage numbers to the Department's purchased licenses and seek to increase efficiency wherever it identifies discrepancies. The OCIO is to consider using this information to obtain Department-wide acquisitions as opposed to component-specific purchases of licenses. The OCIO shall report to the House and Senate Committees on Appropriations on the results of these reviews within 180 days after the date of enactment of this act.

RESEARCH AND TECHNOLOGY

Appropriations, 2015	\$13,000,000
Budget estimate, 2016	14,582,000
House allowance	11,386,000
Committee recommendation	13,000,000

PROGRAM DESCRIPTION

The Office of the Assistant Secretary for Research and Technology has taken over the responsibilities previously held by the Research and Innovative Technology Administration. The responsibilities include coordinating, facilitating, and reviewing the Department's research and development programs and activities; coordinating and developing positioning, navigation and timing [PNT] technology; maintaining PNT policy, coordination and spectrum management; managing the Nationwide Differential Global

Positioning System; and overseeing and providing direction to the Bureau of Transportation Statistics, the Intelligent Transportation Systems Joint Program Office, the University Transportation Centers program, the Volpe National Transportation Systems Center and the Transportation Safety Institute.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$13,000,000 for the Office of the Assistant Secretary for Research and Technology. This amount is \$1,582,000 less than the budget request, and equal to the fiscal year 2015 enacted level. The following table summarizes the Committee's recommendation in comparison to the budget request and the fiscal year 2015 enacted level:

	Fiscal year--		Committee recommendation
	2015 enacted	2016 estimate	
Salaries and Administrative Expenses	\$4,782,000	\$6,364,000	\$4,782,000
Research, Development and Technology Coordination	509,000	509,000	509,000
Alternative Energy Research and Development	499,000	499,000	499,000
Positioning, Navigation and Timing	1,610,000	1,610,000	1,610,000
Nationwide Differential Global Positioning System	5,600,900	5,600,000	5,600,000
Total	13,000,000	14,582,000	13,000,000

University Transportation Centers.—The Committee continues to support University Transportation Centers, which is funded through the Federal Highway Administration. Under the Committee recommendation, University Transportation Centers will continue to receive the levels authorized under the Moving Ahead for Progress in the 21st Century Act.

Small Business Innovation Research.—The Small Business Innovation Research [SBIR] program encourages domestic small businesses to engage in Federal research or research and development activities that have the potential for commercialization. The Volpe Center leads the Department's SBIR program due to its extensive background in innovative programs such as technology transfer, cooperative research and development agreements, outreach projects involving a cross-section of the transportation community, and technical assistance to private organizations and State and local governments. The Committee recognizes the importance of the SBIR program and its success in commercialization from Federal funded research and development projects. Through its work, the SBIR program creates jobs in the smallest firms. The Committee therefore encourages the Department to place an increased focus on awarding SBIR awards to firms with fewer than 50 people. In addition, the Committee directs the Department to take steps to ensure that SBIR spending levels meet or exceed statutory requirements.

NATIONAL INFRASTRUCTURE INVESTMENTS

Appropriations, 2015	\$500,000,000
Budget estimate, 2016 ¹	1,250,000,000
House allowance	100,000,000
Committee recommendation	500,000,000

¹The administration included these funds in its budget request, but classified them as mandatory.

PROGRAM DESCRIPTION

This program provides grants and credit assistance to State and local governments, transit agencies, or a collaboration of such entities for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. Eligible projects include highways and bridges, public transportation, freight and passenger rail, and port infrastructure. The Department awards grants on a competitive basis; however, the Department must ensure an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$500,000,000 for grants and credit assistance for investment in significant transportation projects, which is equal to the fiscal year 2015 enacted level. The administration assumed that this program would be funded as a part of comprehensive legislation to reauthorize surface transportation programs, and classified the funding as mandatory spending. The Committee, however, does not expect the enactment of legislation that funds this program on the mandatory side of the budget, and therefore provides its funding recommendation in order to continue investment in these important transportation projects.

Planning Activities.—The Committee recommendation allows up to \$25,000,000 to be used for the planning, preparation or design of projects eligible for funding under this heading.

Protections for Rural Areas.—The Committee continues to believe that our Federal infrastructure programs must benefit communities across the country. For this reason, the Committee continues to require the Secretary to award grants and credit assistance in a manner that ensures an equitable geographic distribution of funds and an appropriate balance in addressing the needs of urban and rural communities.

Investing in infrastructure in rural America is extremely important for growing the economy, increasing exports and expanding markets. For this reason, the Committee also set aside no less than 30 percent of the program's funding for projects located in rural areas, and included specific provisions to match grant requirements with the needs of rural areas. Specifically, the Committee has lowered the minimum size of a grant awarded to a rural area and increased the Federal share of the total project cost.

Port Infrastructure.—The Committee recognizes the important role that ports play in our Nation's transportation network. With the prediction that the volume of trade through our Nation's ports will substantially increase in the next decade, our Nation's infrastructure will be challenged to accommodate the increase in the movement of freight. Growth at our Nation's ports simultaneously increases demand on our transportation systems. Therefore, the Committee continues to identify inland ports as eligible recipients of this program and directs the Secretary to take into consideration, when selecting recipients, the annual tonnage, existing terminal capacity, and potential economic benefits of improvements or expansion of inland ports.

FINANCIAL MANAGEMENT CAPITAL

Appropriations, 2015	\$5,000,000
Budget estimate, 2016	5,000,000
House allowance	1,000,000
Committee recommendation	5,000,000

PROGRAM DESCRIPTION

The Financial Management Capital program is a multi-year business transformation initiative to streamline and standardize the financial systems and business processes across the Department. The initiative includes upgrading and enhancing the commercial software used for DOT's financial systems, improving the cost and performance data provided to managers, and instituting new accounting standards and mandates.

COMMITTEE RECOMMENDATION

The Committee is recommending \$5,000,000 to complete the Secretary's Financial Management Capital initiative, which is equal to the budget request and the fiscal year 2015 enacted level.

CYBER SECURITY INITIATIVE

Appropriations, 2015	\$5,000,000
Budget estimate, 2016	8,000,000
House allowance	7,000,000
Committee recommendation	8,000,000

PROGRAM DESCRIPTION

The Cyber Security Initiative is an effort to close performance gaps in the Department's cybersecurity. The initiative includes support for essential program enhancements, infrastructure improvements and contractual resources to enhance the security of the Department's computer network and reduce the risk of security breaches.

COMMITTEE RECOMMENDATION

The Committee recommendation includes \$8,000,000 to support the Secretary's Cyber Security Initiative, which is equal to the budget request and \$3,000,000 more than the fiscal year 2015 enacted level.

OFFICE OF CIVIL RIGHTS

Appropriations, 2015	\$9,600,000
Budget estimate, 2016	9,678,000
House allowance	9,600,000
Committee recommendation	9,678,000

PROGRAM DESCRIPTION

The Office of Civil Rights is responsible for advising the Secretary on civil rights and equal employment opportunity matters, formulating civil rights policies and procedures for the operating administrations, investigating claims that small businesses were denied certification or improperly certified as disadvantaged business enterprises, and overseeing the Department's conduct of its civil rights responsibilities and making final determinations on

civil rights complaints. In addition, the Civil Rights Office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs.

COMMITTEE RECOMMENDATION

The Committee recommends a funding level of \$9,678,000 for the Office of Civil Rights. The recommendation is equal to the budget request and \$78,000 more than the fiscal year 2015 enacted level.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Appropriations, 2015	\$6,000,000
Budget estimate, 2016	10,019,000
House allowance	5,976,000
Committee recommendation	6,000,000

PROGRAM DESCRIPTION

The Office of the Secretary performs those research activities and studies which can more effectively or appropriately be conducted at the departmental level. This research effort supports the planning, research, and development activities needed to assist the Secretary in the formulation of national transportation policies. The program is carried out primarily through contracts with other Federal agencies, educational institutions, nonprofit research organizations, and private firms.

COMMITTEE RECOMMENDATION

The Committee recommends \$6,000,000 for Transportation Planning, Research, and Development, which is \$4,019,000 less than the budget request and equal to the fiscal year 2015 enacted level.

Transportation at Every Age.—The Committee is aware the Secretary has engaged in a number of initiatives and partnerships with States and communities to encourage and facilitate planning and development that take into account the needs of all transportation system users in order to create environments that are safe for people of all ages. The Committee encourages the Secretary to continue providing research on best practices, outreach and technical assistance to communities that seek to create or enhance their transportation systems so that the elderly have a realistic option to age in their homes with access to services and recreation and young people may safely walk or bike to school.

INTERAGENCY INFRASTRUCTURE PERMITTING IMPROVEMENT CENTER

Appropriations, 2015	
Budget estimate, 2016	\$4,000,000
House allowance	
Committee recommendation	4,000,000

PROGRAM DESCRIPTION

The Department's Interagency Infrastructure Permitting Improvement Center [IIPIC] is responsible for improving performance of Federal permitting and review of infrastructure projects in order to reduce the aggregate time required for the Federal Government to make decisions in the permitting and review of infrastructure

projects. This includes the management, improvement and expansion of the Administration's permitting dashboard, as well as implementation of other government-wide reforms. The IIPIC will develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process.

COMMITTEE RECOMMENDATION

The Committee recommends \$4,000,000 for the Interagency Infrastructure Permitting Improvement Center, which is equal to the budget request and \$4,000,000 more than the fiscal year 2015 enacted level.

The Committee supports efforts to modernize the project review and permitting process to maximize efficiency through government wide coordination. The Administration's preliminary use of dashboard technologies and targeted interagency coordination on more than 50 projects has demonstrated the ability to accelerate project approval timelines. For example, the environmental review process for the Tappan Zee Bridge replacement was completed in 18 months versus the 3 to 5 years that would be expected under traditional practices. These efforts will support the expansion of the dashboard and increase the number of projects that can be expedited through implementation of these and other best practices. The resources provided in the bill should be used only for transportation projects, including supporting interagency coordination to make the review of transportation projects more efficient and effective, but the Committee supports the use of the dashboard and other process reforms for non-transportation projects contingent on resource contributions from other agencies that support such projects.

The Committee directs the Department to transmit an annual report to the House and Senate Committees on Appropriations describing how the IIPIC has reduced aggregate time for Federal permitting and review of infrastructure projects government-wide.

WORKING CAPITAL FUND

Limitation, 2015	\$181,500,000
Budget estimate, 2016	
House allowance	181,500,000
Committee recommendation	190,039,000

PROGRAM DESCRIPTION

The Working Capital Fund provides technical and administrative services to the Department's operating administrations and other Federal entities. The services are centrally performed in the interest of economy and efficiency and are funded through negotiated agreements with Department operating administrations and other Federal customers and are billed on a fee-for-service basis to the maximum extent possible.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation of \$190,039,000 on activities financed through the Working Capital Fund. The recommended limit is \$8,539,000 more than the limit enacted for fis-

cal year 2015. The Department requested that no limitation be included for fiscal year 2016.

As in past years, the bill specifies that the limitation on the Working Capital Fund shall apply only to the Department and not to services provided for other entities. The Committee directs services to be provided on a competitive basis to the maximum extent possible.

The Committee notes that the “transparency paper” included in the justifications for fiscal year 2016 provides essential information on total budgetary resources for the Office of the Assistant Secretary for Administration and the Office of the Chief Information Officer, including the balance of resources provided through the Working Capital Fund and direct appropriations. Therefore, the Committee directs the Department to update this “transparency paper” and include it in the budget justifications for fiscal year 2017.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

	Appropriations	Limitation on guaranteed loans
Appropriations, 2015	\$925,000	\$18,367,000
Budget estimate, 2016	933,000	
House allowance	933,000	18,367,000
Committee recommendation	933,000	18,367,000

PROGRAM DESCRIPTION

The Minority Business Resource Center of the Office of Small and Disadvantaged Business Utilization provides assistance in obtaining short-term working capital for disadvantaged, minority, and women-owned businesses. The program enables qualified businesses to obtain loans at prime interest rates for transportation-related projects. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs associated with guaranteed loans for this program as well as administrative expenses of this program.

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$336,000 to cover the subsidy costs for guaranteed loans and \$597,000 for administrative expenses to carry out the guaranteed loan program. These recommended levels provide a total funding level of \$933,000 for the Minority Business Resource Center. This total funding level is equal to the budget request and \$8,000 more than the fiscal year 2015 enacted level. The Committee also recommends a limitation on guaranteed loans of \$18,367,000, equal to the fiscal year 2015 enacted level.

MINORITY BUSINESS OUTREACH

Appropriations, 2015	\$3,099,000
Budget estimate, 2016	4,518,000
House allowance	4,518,000
Committee recommendation	3,084,000

PROGRAM DESCRIPTION

This appropriation provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts for transportation-related projects that involve Federal spending. Separate funding is provided for these activities since this program provides grants and contract assistance that serve Department-wide goals and not just OST purposes.

COMMITTEE RECOMMENDATION

The Committee recommends \$3,084,000 for grants and contractual support provided under this program for fiscal year 2016, which is \$15,000 less than the fiscal year 2015 enacted level. The request included an additional \$1,434,000 from funding that has traditionally been provided as part of the Salaries and Expenses appropriation. However, the Committee rejects this approach, fully funding the request through a combination of the funds provided under the Minority Business Outreach heading plus \$1,434,000 provided under Salaries and Expenses.

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

PROGRAM DESCRIPTION

This appropriation provides funding for the Essential Air Service [EAS] program, which was created to continue air service to communities that had received federally mandated air service prior to deregulation of commercial aviation in 1978. The program currently provides subsidies to air carriers serving small communities that meet certain criteria.

The Federal Aviation Administration [FAA] collects user fees that cover the air traffic control services the agency provides to aircraft that neither take off from, nor land in, the United States. These fees are commonly referred to as "overflight fees", and the receipts from the fees are used to help finance the EAS program.

COMMITTEE RECOMMENDATION

	Appropriations	Mandatory	Total
Appropriation, 2015	\$155,000,000	\$108,200,000	\$263,200,000
Budget estimate, 2016	175,000,000	108,400,000	283,400,000
House allowance	155,000,000	108,400,000	263,400,000
Committee recommendation	175,000,000	108,400,000	283,400,000

The Committee recommends the appropriation of \$175,000,000 for the EAS program. This appropriation would be in addition to an estimated \$108,400,000 of overflight fees collected by the FAA, allowing the Department to support a total program level for EAS of \$283,400,000. The appropriation and the level of funding from overflight fees under the Committee's recommendation are both equal to the budget request. The total program level under the Committee's recommendation is \$20,200,000 more than the total program level enacted for fiscal year 2015; the total program level

enacted for that year was comprised of an appropriation of \$155,000,000 plus \$108,200,000 in overflight fees.

Proximity to the Nearest Hub Airport.—The Committee continues to include a provision that prohibits the Department from entering into a new contract with an EAS community located less than 40 miles from the nearest hub airport before the Secretary has negotiated with the community over a local cost share.

Aircraft Size Requirement.—The Committee continues to include a provision that removes the requirement for 15-passenger seat aircraft. This requirement adds to the cost of the EAS program because the fleet of 15-passenger seat aircraft continues to age and grow more difficult for airlines to maintain. The Committee, however, expects that the Department will use this flexibility judiciously. The Department should use it for communities where historical passenger levels indicate that smaller aircraft would still accommodate the great majority of passengers, or for communities where viable proposals for service are not available. The Committee does not expect the Department to use this flexibility simply to lower costs if a community can show regular enplanement levels that would justify larger aircraft.

Passenger Levels and Subsidy Rates.—The following table reflects the points in the continental United States currently receiving EAS service, their annual subsidy rates, and their level of subsidy per passenger.

ESSENTIAL AIR SERVICE SUBSIDY PER PASSENGER

State	EAS communities	Est. miles to nearest hub (S, M, or L)	Average enplanements per day	Annual subsidy rates at 6/1/13	Passenger totals at 12/31/14	Subsidy per passenger at 4/1/15
AL	Muscle Shoals	60	4.4	\$1,739,308	2,763	\$629
AR	ElDorado/Camden	117	11.3	1,977,153	7,064	280
AR	Harrison	86	13.9	2,251,207	8,708	259
AR	Hot Springs	51	7.9	1,637,012	4,965	330
AR	Jonesboro	82	15.2	1,942,890	9,493	205
AZ	Kingman	121	1.3	1,635,180	787	2,078
AZ	Page	282	12.4	2,472,028	7,767	318
AZ	Prescott	102	12.3	2,094,325	7,726	271
AZ	Show Low	154	5.9	1,672,000	3,701	452
CA	Crescent City	231	42.7	2,454,084	26,758	92
CA	El Centro	101	7.5	1,943,751	4,698	414
CA	Merced	60	6.9	2,779,116	4,305	646
CA	Visalia	47	5.3	1,990,563	3,332	597
CO	Alamosa	164	12.3	2,192,179	7,699	285
CO	Cortez	255	12.3	2,270,297	7,670	296
CO	Pueblo	36	14.1	1,737,732	8,815	197
GA	Macon	36	3.2	1,998,696	2,017	991
IA	Burlington	74	20.7	1,917,566	12,984	148
IA	Fort Dodge	91	n/a	3,715,953	978	n/a
IA	Mason City	131	n/a	3,715,953	1,459	n/a
IA	Sioux City	88	77.6	611,434	48,591	13
IA	Waterloo	63	72.1	945,546	45,127	21
IL	Decatur	126	20.5	2,667,922	12,838	208
IL	Marion/Herrin	123	31.5	2,104,616	19,698	107
IL	Quincy	111	31.4	1,956,856	19,670	99
KS	Dodge City	150	10.0	2,339,131	6,253	374
KS	Garden City	202	81.9	1,445,172	51,281	28
KS	Great Bend	114	n/a	1,445,172	452	n/a
KS	Hays	166	18.0	2,253,132	11,261	200
KS	Liberat/Guymon	138	10.8	2,236,180	6,791	329
KS	Salina	97	5.9	1,490,479	3,718	401

ESSENTIAL AIR SERVICE SUBSIDY PER PASSENGER—Continued

State	EAS communities	Est. miles to nearest hub (S, M, or L)	Average enplanements per day	Annual subsidy rates at 6/1/13	Passenger totals at 12/31/14	Subsidy per passenger at 4/1/15
KY	Owensboro	105	12.0	1,529,913	7,502	204
KY	Paducah	146	66.4	2,034,160	41,555	49
MD	Hagerstown	78	4.9	1,785,638	3,080	580
ME	Augusta/Waterville	58	16.9	1,818,106	10,575	172
ME	Bar Harbor	157	15.2	1,631,223	9,543	171
ME	Presque Isle/Houlton	274	38.7	4,710,683	24,234	194
ME	Rockland	76	21.5	1,890,918	13,429	141
MI	Alpena	174	39.7	2,168,995	24,852	87
MI	Escanaba	227	54.6	3,507,011	34,173	103
MI	Hancock/Houghton	321	73.4	690,976	45,962	15
MI	Iron Mountain/Kingsford	229	35.5	2,970,122	22,198	134
MI	Ironwood/Ashland	213	8.0	3,563,394	4,993	714
MI	Manistee/Ludington	233	12.3	2,328,104	7,708	302
MI	Muskegon	49	45.1	1,389,952	28,208	49
MI	Pellston	213	89.4	1,077,413	55,958	19
MI	Sault Ste. Marie	347	67.0	1,765,393	41,960	42
MN	Bemidji	128	71.2	1,118,050	44,591	25
MN	Brainerd	123	53.8	1,671,602	33,682	50
MN	Chisholm/Hibbing	199	33.1	2,535,502	20,709	122
MN	International Falls	298	45.8	2,197,037	28,681	77
MN	Thief River Falls	305	n/a	2,428,750	725	n/a
MO	Cape Girardeau/Sikeston	127	19.7	1,627,966	12,313	132
MO	Fort Leonard Wood	136	25.3	2,829,158	15,847	179
MO	Joplin	167	82.8	519,201	51,802	10
MO	Kirksville	137	17.5	1,649,248	10,983	150
MS	Greenville	124	4.9	1,483,080	3,054	486
MS	Laurel/Hattiesburg	85	13.8	3,910,654	8,633	453
MS	Meridian	84	20.9	3,910,654	13,099	299
MS	Tupelo	94	15.0	2,506,436	9,396	267
MT	Butte	75	91.9	735,956	57,500	13
MT	Glasgow	285	12.2	2,046,800	7,629	268
MT	Glendive	223	7.9	1,944,467	4,935	394
MT	Havre	230	7.6	2,036,254	4,767	427
MT	Sidney	272	35.9	3,777,579	22,484	168
MT	West Yellowstone	89	47.3	491,205	11,544	43
MT	Wolf Point	293	12.4	2,145,326	7,762	276
ND	Devils Lake	159	n/a	3,224,917	5,123	n/a
ND	Jamestown	92	n/a	3,126,564	8,326	n/a
NE	Alliance	233	1.6	1,309,865	1,016	n/a
NE	Chadron	290	2.5	1,309,865	1,534	n/a
NE	Grand Island	138	76.1	1,837,021	47,648	39
NE	Kearney	181	27.0	2,993,938	16,920	177
NE	McCook	256	n/a	2,254,017	865	n/a
NE	North Platte	255	13.3	2,818,163	8,326	338
NE	Scottsbluff	192	14.1	2,443,523	8,817	277
NH	Lebanon/White River Jct.	74	33.4	2,972,718	20,905	142
NM	Carlsbad	149	5.7	1,397,081	3,537	395
NM	Clovis	102	n/a	3,179,857	3,832	n/a
NM	Silver City/Hurley/Deming	134	3.7	3,377,495	2,318	n/a
NY	Jamestown	76	10.1	2,045,481	6,293	325
NY	Massena	138	14.4	2,608,773	9,035	289
NY	Ogdensburg	105	17.2	2,419,820	10,754	225
NY	Plattsburgh	82	26.8	2,714,074	16,793	162
NY	Saranac Lake/Lake Placid	132	16.0	1,832,064	10,039	182
NY	Watertown	54	61.6	3,356,349	38,551	87
OR	Pendleton	185	12.8	1,834,708	8,020	229
PA	Altoona	112	10.4	2,346,168	6,518	360
PA	Bradford	77	5.8	2,045,826	3,647	561
PA	DuBois	112	13.6	2,285,539	8,516	268
PA	Franklin/Oil City	85	3.3	1,442,788	2,062	700
PA	Johnstown	84	14.9	2,438,254	9,350	261
PA	Lancaster	28	6.5	2,504,174	4,045	619
SD	Aberdeen	176	83.7	1,043,719	52,383	20

ESSENTIAL AIR SERVICE SUBSIDY PER PASSENGER—Continued

State	EAS communities	Est. miles to nearest hub (S, M, or L)	Average enplanements per day	Annual subsidy rates at 6/1/13	Passenger totals at 12/31/14	Subsidy per passenger at 4/1/15
SD	Huron	121	3.2	2,552,000	1,996	n/a
SD	Watertown	102	6.2	2,847,284	3,857	738
TN	Jackson	86	5.3	1,584,275	3,340	474
TX	Victoria	93	7.0	2,288,152	4,381	522
UT	Cedar City	179	41.7	2,317,439	26,121	89
UT	Moab	256	21.0	2,303,347	13,170	175
UT	Vernal	150	12.9	1,415,696	8,077	175
VA	Staunton	113	30.0	1,980,922	18,776	106
VT	Rutland	69	17.3	1,360,481	10,806	126
WI	Eau Claire	92	58.8	1,546,536	36,809	42
WI	Rhineland	190	69.8	2,050,889	43,714	47
WV	Beckley	168	10.2	2,696,888	6,369	423
WV	Clarksburg/Fairmont	96	17.0	2,310,252	10,646	217
WV	Greenbrier/W.Sulphur Sps	162	25.3	3,582,194	15,837	226
WV	Morgantown	75	29.0	2,342,074	18,149	129
WV	Parkersburg/Marietta	110	17.2	3,505,074	10,766	326
WY	Cody	106	101.8	1,380,779	63,709	22
WY	Laramie	145	38.8	2,078,554	24,300	86
WY	Worland	161	3.6	2,327,987	2,277	n/a

SAFE TRANSPORTATION OF ENERGY PRODUCTS

Appropriations, 2015	
Budget estimate, 2016	\$5,000,000
House allowance	
Committee recommendation	

PROGRAM DESCRIPTION

The Safe Transportation of Energy Products program would provide oversight and coordination of multi-modal prevention and response activities associated with the safe transportation of energy products. It would ensure that the Pipeline and Hazardous Materials Safety Administration, the Federal Railroad Administration, and the Federal Motor Carrier Safety Administration share best practices, provide consistent strategic direction across the country, keep each other informed of the latest developments, and coordinate safety practices throughout the transportation process.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for the Office of the Secretary to support the transportation of energy products as proposed in the budget request. The Committee has instead recommended funding through the regular appropriations to the agencies that are directly responsible for ensuring the safe transportation of energy products, such as the Pipeline and Hazardous Materials Safety Administration, the Federal Railroad Administration, and the Federal Motor Carrier Safety Administration. Funding provided directly to the agencies will assist the Secretary in providing a comprehensive prevention, mitigation, and response safety strategy for the shipment of energy products.

DATA ACT COMPLIANCE

Appropriations, 2015	
Budget estimate, 2016	\$3,000,000
House allowance	
Committee recommendation	

PROGRAM DESCRIPTION

The DATA Act Compliance program would implement Government-wide data standards for financial data to provide consistent, reliable, and searchable spending data for easy public consumption, as required by the Digital Accountability and Transparency Act. The program would assess the level of system modifications necessary to capture the information required by the DATA Act as well as review current business processes/certifications and establish a consistent, repeatable process needed to improve financial data quality and accuracy.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for a DATA Act Compliance program as proposed in the budget request. Instead, the Committee has provided additional funding to the Department's Office of the Assistant Secretary for Budget and Programs to assist with compliance with the DATA Act.

U.S. DIGITAL SERVICES

Appropriations, 2015	
Budget estimate, 2016	\$9,000,000
House allowance	
Committee recommendation	

PROGRAM DESCRIPTION

The U.S. Digital Services program would focus on transforming the Department's digital services that have the greatest impact on citizens and businesses. A team of digital service experts would apply private sector best practices in the disciplines of design, software engineering, and product management to the Department's most important services. The team would focus on accelerating current programs/projects; enhancing partnerships and information sharing with other agencies; building or improving external and internal facing services; and improving stakeholder and data management tools.

COMMITTEE RECOMMENDATION

The Committee does not recommend providing a new appropriation for the U.S. Digital Services program. Under current budgetary constraints, the Committee cannot afford to dedicate funding to a new digital services team.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

Section 101 prohibits the Office of the Secretary of Transportation from obligating funds originally provided to a modal administration in order to approve assessments or reimbursable agree-

ments, unless the Department follows the regular process for the reprogramming of funds, including congressional notification.

Section 102 authorizes the Secretary of Transportation or his designee to engage in activities with States and State legislatures to consider proposals related to the reduction of motorcycle fatalities.

Section 103 allows the Department of Transportation to make use of the Working Capital Fund in providing transit benefits to Federal employees.

Section 104 places simple administrative requirements on the Department of Transportation's Credit Council. These requirements include posting a schedule of meetings on the DOT Web site, posting the meeting agendas on the Web site, and recording the minutes of each meeting.

Section 105 limits the Department of Transportation's ability to finalize or implement certain sections of the proposed regulation issued in the Federal Register on May 23, 2014, relating to Transparency of Airline Ancillary Fees and Other Consumer Protection Issues.

FEDERAL AVIATION ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Aviation Administration is responsible for the safe movement of civil aviation and the evolution of a national system of airports. The Federal Government's regulatory role in civil aviation began with the creation of an Aeronautics Branch within the Department of Commerce pursuant to the Air Commerce Act of 1926. This act instructed the agency to foster air commerce; designate and establish airways; establish, operate, and maintain aids to navigation; arrange for research and development to improve such aids; issue airworthiness certificates for aircraft and major aircraft components; and investigate civil aviation accidents. In the Civil Aeronautics Act of 1938, these activities were transferred to a new, independent agency named the Civil Aeronautics Authority.

Congress streamlined regulatory oversight in 1957 with the creation of two separate agencies, the Federal Aviation Agency and the Civil Aeronautics Board. When the Department of Transportation [DOT] began its operations in 1967, the Federal Aviation Agency was renamed the Federal Aviation Administration [FAA] and became one of several modal administrations within DOT. The Civil Aeronautics Board was later phased out with enactment of the Airline Deregulation Act of 1978, and ceased to exist in 1984. Responsibility for the investigation of civil aviation accidents was given to the National Transportation Safety Board in 1967. FAA's mission expanded in 1995 with the transfer of the Office of Commercial Space Transportation from the Office of the Secretary, and decreased in December 2001 with the transfer of civil aviation security activities to the Transportation Security Administration.

COMMITTEE RECOMMENDATION

The total recommended funding level for the FAA for fiscal year 2016 amounts to \$16,011,143,000 including new budget authority and a limitation on the obligation of contract authority. This fund-

ing level is \$175,143,000 more than the budget request and \$293,693,000 more than the fiscal year 2015 enacted level.

The following table summarizes the Committee's recommendations for fiscal year 2016 in comparison to the budget request, the fiscal year 2015 enacted level and the House allowance:

	Fiscal year--			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Operations	\$9,740,700,000	\$9,915,000,000	\$9,844,700,000	\$9,897,818,000
Facilities and equipment	2,600,000,000	2,855,000,000	2,503,000,000	2,600,000,000
Research, engineering, and development	156,750,000	166,000,000	156,750,000	163,325,000
Grants-in-aid to airports (obligation limitation)	3,350,000,000	2,900,000,000	3,350,000,000	3,350,000,000
Rescissions	260,000,000			
Total	15,717,450,000	15,836,000,000	15,854,450,000	16,011,143,000

OPERATIONS

Appropriations, 2015	\$9,740,700,000
Budget estimate, 2016	9,915,000,000
House allowance	9,844,700,000
Committee recommendation	9,897,818,000

PROGRAM DESCRIPTION

This appropriation provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, commercial space, medical, research, engineering and development programs, as well as policy oversight and agency management functions. The Operations appropriation includes the following major activities:

- the Air Traffic Organization which operates, on a 24-hour daily basis, the national air traffic system, including the establishment and maintenance of a national system of aids to navigation, the development and distribution of aeronautical charts and the administration of acquisition, and research and development programs;
- the regulation and certification activities, including establishment and surveillance of civil air regulations to assure safety and development of standards, rules and regulations governing the physical fitness of airmen, as well as the administration of an Aviation Medical Research Program;
- the Office of Commercial Space Transportation; and
- headquarters and support offices.

COMMITTEE RECOMMENDATION

The Committee recommends a total of \$9,897,818,000 for FAA Operations. This funding level is \$17,182,000 less than the budget request, and \$157,118,000 more than the fiscal year 2015 enacted level. The Committee recommendation derives \$8,180,000,000 of the appropriation from the Airport and Airway Trust Fund. The balance of the appropriation will be drawn from the General Fund of the Treasury.

As in past years, FAA is directed to report immediately to the House and Senate Committees on Appropriations in the event resources are insufficient to operate a safe and effective air traffic control system.

The following table summarizes the Committee’s recommendation in comparison to the budget estimate and fiscal year 2015 enacted level:

FAA OPERATIONS

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Air traffic organization	\$7,396,654,000	\$7,505,293,000	\$7,505,293,000
Aviation safety	1,218,458,000	1,258,411,000	1,258,411,000
Commercial space transportation	16,605,000	18,114,000	17,425,000
Finance and Management	756,047,000	764,969,000	748,969,000
NextGen Operations and Planning	60,089,000	60,582,000	60,089,000
Security and hazardous materials safety	88,672,000 ¹	100,880,000	100,880,000
Staff offices	204,175,000 ¹	206,751,000	206,751,000
Total	9,740,700,000	9,915,000,000	9,897,818,000

¹ In the 2015 Consolidated Appropriations Act, funding for security and hazardous materials safety was provided within staff offices for a total of \$292,847,000.

Federal Aviation Administration (FAA) Reform.—The authorization for FAA’s programs and activities is set to expire on September 30, 2015, and a key issue in the reauthorization debate is whether to reform the structure of the FAA. It has been argued that the Air Traffic Organization [ATO] should be taken out of the FAA and made exempt from the appropriations process so that it can act independently and exert control over its budgetary resources. Some have even suggested that other lines of business—such as Aviation Safety—should follow ATO out of the agency in order to maintain the level of coordination that is crucial to implementing NextGen.

The Committee, however, cannot agree that the public is served by exempting any part of the FAA from annual congressional oversight. The appropriations process provides the annual oversight of agency resources that is necessary to ensure accountability on program performance and a sustained focus on aviation safety. Congressional oversight also ensures that the FAA maintains a system that works across the aviation industry, including general aviation, small and rural communities as well as commercial airlines and large metropolitan cities.

The Committee would therefore oppose legislation to put the FAA or parts of the FAA on funding autopilot. The Committee believes that splintering the FAA and exempting certain lines of business from the appropriations process would limit congressional oversight, reduce air traffic services for small communities, restrict opportunities for public input, and negatively impact the cost of air traffic for the consumer.

Hiring Air Traffic Controllers.—Just over a year ago, the FAA made important reforms to the way it hires air traffic controllers. However, as the Committee noted at the time, the FAA failed to reach out to all of its stakeholder groups—including training programs—to inform its decisions. The Committee therefore reiterates its expectation that the FAA will invite the input of all of its stake-

holders when considering significant changes to the hiring process for air traffic controllers. In addition, the Committee encourages the FAA to consider the value of such training programs and the role they can play in building the next workforce of aviation professionals.

Contract Towers.—The Committee recommendation provides \$154,400,000 for the contract tower program, including the cost-share contract towers. This total funding level is sufficient to cover all towers that will be operating during fiscal year 2016. Current law limits contributions in the contract tower cost share program to 20 percent of total costs.

Aircraft Certification Process Review and Reform.—The FAA must provide an aircraft certification system that effectively and efficiently processes new aviation products and technologies. This system must include a fuller utilization of organizational designation authorization, more effective safety oversight, better workforce training, and meaningful performance metrics.

Achieving these goals must be one of the FAA's highest priorities, and the Committee expects the FAA to document its progress. This past year, the House and Senate Committees on Appropriations directed the FAA to submit a report on measures of effectiveness that the agency is using as it expands the use of delegated authority and a risk-based, systems safety approach to its oversight. The FAA was directed to include in this report its progress in relying more fully on delegated authorities and toward a systems safety approach; how regularly the FAA will collect data and how it will be used to improve FAA's process over time; the extent to which FAA has modified its personnel expectations and its training course content to communicate changes to field offices; and the extent to which Advisory and Rulemaking Committee members were consulted in drafting the measures of effectiveness. The FAA's deadline, February 14, has since passed, and the Committee expects the FAA to submit the report immediately. In addition, the Committee directs the FAA to provide a progress report to the House and Senate Committees on Appropriations by January 2016.

The Small Airplane Revitalization Act requires that the FAA improve the certification process for small airplanes by modernizing part 23 airworthiness regulations, which will enhance safety and reduce cost. FAA, DOT and the Office of Management and Budget must focus on a coordinated and concurrent review process to ensure a notice of proposed rulemaking is issued by this summer. A failure to act would cede international leadership to other regulatory authorities. Using resources provided, the FAA must promote and defend U.S. certification processes and type certificates in the international arena. This is increasingly important to the success of U.S. aeronautical products in the competitive international marketplace.

Safety, Security and Infrastructure—Internet Protocol.—The fire at the Chicago Air Route Traffic Control Center on September 26, 2014, has highlighted the need to improve the resiliency of the FAA's telecommunications infrastructure and increase the flexibility of its robust network to rapidly reroute or reconfigure communications during emergencies. The Committee is fully supportive of the FAA's commitment to achieving its goal of restoring oper-

ations immediately. The funding provided will allow the FAA to implement the results of the FAA review of security and emergency response times at air traffic control facilities, which was conducted following the fire incident. A pivotal requirement will be to replace point-to-point connections with Internet Protocol [IP] based systems to enable network flexibility. Most NextGen programs are IP-enabled, and the Committee commends the FAA for now requiring IP interfaces in all final investment decisions. Nevertheless, most legacy systems—including aeronautical navigation aids and weather instruments—as well as the network itself are point-to-point interfaces and are not currently planned for conversion or replacement through NextGen. The October 2014 MITRE report, *NextGen Independent Assessment and Recommendations*, advised that the “FAA should aggressively move to eliminate legacy point-to-point data telecommunications and information interfaces.” In its update to the Committee, the FAA has articulated a three-pronged strategy to achieve an IP-based infrastructure. The Committee appreciates the development of an overall plan and would like to see additional information in conjunction with the fiscal year 2017 budget submission. Therefore, the Committee directs the FAA to submit a report to the House and Senate Committees on Appropriations that provides a detailed plan for upgrading, replacing, or converting both the network infrastructure and legacy interfaces to IP, as well as specific cost and schedule estimates. The Committee also directs the FAA to develop a complete inventory, and to conduct end-to-end testing in an IP environment of FAA’s Telecommunications Infrastructure NAS Network components.

Aeronautical Navigation Products.—The Committee remains concerned about Aeronautical Navigation Products’ [AeroNav] plans to impose a per person charge and erect a digital copyright on digital products produced by the FAA for the public benefit. The FAA has previously made these products available for download from its Web site without charge. The Committee is concerned that the proposed scheme will be used to support the declining paper chart services by charging those that are moving to a digital format. In contrast to AeroNav’s efforts, Executive Order 13642 was issued on May 14, 2013, to make government data available to foster entrepreneurship and innovation. This order builds on another order issued in 2012 to open up government systems with public interfaces for commercial application providers. With these concerns in mind, the Committee continues to include bill language that prohibits AeroNav from implementing new charges on AeroNav products until the FAA provides the House and Senate Committees on Appropriations a report that describes: (1) the estimated cost of producing only its digital products, on a product-by-product basis (for example, delineating costs for electronic navigation charts and vector charts separately), for use on computers, tablets, and other displays; (2) the cost of producing both digital products and paper products, on a product-by-product basis; (3) safety and operational benefits of using digital products; and (4) how AeroNav’s actions conflict with the direction in Executive Order 13642 to support open data for entrepreneurship, innovation, and scientific discovery.

FAA Public Hearing.—The Committee remains concerned with the proposed modifications to the Condor 1 and Condor 2 military operating areas and encourages FAA to continue working with its partner agencies by holding a public hearing with representatives from the relevant Federal agencies in western Maine upon completion of the Air National Guard's environmental impact statement and the record of decision. The Committee recognizes that the Air National Guard, as the lead agency under the NEPA process, has sought to meet the minimum legal requirements for public participation and comment. However, the Committee remains troubled with how the authorization of low-altitude military training in the proposed airspace would affect areas that significantly contribute to the local economy and areas that are culturally and environmentally sensitive. Furthermore, the Committee notes the FAA is the only Federal agency that can modify special airspace and that the FAA may adopt the Air National Guard's EIS in whole, or in part, once the Final EIS has been issued. In addition, the Committee directs the FAA to report to the House and Senate Committees on Appropriations prior to the issuance of a record of decision regarding the modification of the Condor 1 and Condor 2 military operations areas that includes a summary of any public meeting and hearing and a list of the comments, questions, and responses presented at these meetings and hearings.

Unmanned Aerial Systems.—Section 333 of the FAA Modernization and Reform Act of 2012 authorized the FAA to approve, where appropriate and consistent with criteria specified in the law, the operation of certain unmanned aircraft systems before the completion of certain rules and planning requirements specified in the law. The Committee encourages the FAA to consider whether UAS test sites may be appropriate in assisting the Secretary in making determinations under section 333. The Committee also urges the FAA to communicate clearly with the UAS industry regarding its priorities for section 333 consideration.

Unmanned Aerial Systems—Enforcement.—The Committee directs the FAA to increase its enforcement efforts to deter the careless or reckless operation of unmanned aerial vehicles in proximity to manned aircraft and airports.

Addressing Invasive Species.—The aviation system is a way that invasive species spread, both domestically and internationally. The Committee expects the FAA to take the appropriate steps to make the needed progress in addressing invasive species. Under Executive Order 13112, Federal agencies are directed to prevent the introduction of invasive species and to provide for their control and minimize the economic, ecological, and human health impacts caused by invasive species. Therefore, the Committee directs the FAA to develop a comprehensive strategic plan that addresses the requirements of Executive Order 13112, including the prevention of invasive species, the control of such populations, and ways to minimize their economic, ecological, and human health impacts.

Commercial Space Launches.—The number of State spaceports has grown rapidly over the last decade, and is expected to continue growing over the next several years. Current FAA regulations require launch providers to obtain insurance that covers property damage in the event of an accident, but this requirement does not

address the property of State and local governments. The Committee therefore encourages the FAA to consider either an update to those regulations or other policy options that would allow State governments—particularly State developments located at Federal ranges—to be compensated for losses incurred during a commercial launch.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2015	\$2,600,000,000
Budget estimate, 2016	2,855,000,000
House allowance	2,503,000,000
Committee recommendation	2,600,000,000

PROGRAM DESCRIPTION

The Facilities and Equipment appropriation provides funding for modernizing and improving air traffic control and airway facilities, equipment, and systems. The appropriation also finances major capital investments required by other agency programs, experimental research and development facilities, and other improvements to enhance the safety and capacity of the National Airspace System [NAS]. The program aims to keep pace with the increasing demands of aeronautical activity and remain in accordance with the Federal Aviation Administration's [FAA] comprehensive 5-year capital investment plan [CIP].

COMMITTEE RECOMMENDATION

The Committee recommends an appropriation of \$2,600,000,000 for the Facilities and Equipment account of the FAA. The recommended level is \$255,000,000 less than the budget request and equal to the fiscal year 2015 enacted level.

Capital Investment Plan.—In fiscal year 2015, the Committee included a provision that lowered the appropriation for FAA's facilities and equipment by \$100,000 for each day the agency was late in submitting its capital investment plan to Congress. The Committee continues this provision and expects the FAA to provide the plan by the deadline.

Budget Activities Format.—The Committee directs that the fiscal year 2017 budget request for the Facilities and Equipment account conform to the same organizational structure of budget activities as displayed below.

The following table shows the Committee's recommended distribution of funds for each of the budget activities funded by this appropriation and by resources provided under Grants-in-Aid to Airports:

FACILITIES AND EQUIPMENT

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Activity I—Engineering, Development, Test and Evaluation:			
Advanced technology development and prototyping	\$29,900,000	\$21,300,000	\$20,000,000
NAS improvement of system support laboratory	1,000,000	1,000,000	1,000,000
William J. Hughes Technical Center facilities	12,049,000	19,050,000	12,049,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
William J. Hughes Technical Center infrastructure sustainment	12,200,000	12,200,000	12,200,000
NextGen—Separation management	31,500,000	26,500,000	31,500,000
NextGen—Improved surface/TFDM	38,808,000	17,000,000	17,000,000
NextGen—On demand NAS	6,000,000	11,000,000	8,000,000
NextGen—Environment	5,500,000	1,000,000	1,000,000
NextGen—Improved multiple runway operations	5,500,000	8,000,000	7,000,000
NextGen—NAS infrastructure	14,480,000	11,000,000	4,000,000
NextGen—Support	13,000,000	10,000,000	10,000,000
NextGen—Performance based navigation and metroplex	26,500,000	13,000,000	13,000,000
Activity 2—Air Traffic Control Facilities and Equipment:			
a. En Route Programs:			
En route automation modernization [ERAM]—system enhancements and tech refresh	45,200,000	79,400,000	75,000,000
En route communications gateway [ECG]	6,600,000	2,650,000	2,650,000
Next generation weather radar [NEXRAD]—provide	7,100,000	6,500,000	6,500,000
ARTCC building improvements/plant improvements	59,000,000	74,200,000	50,000,000
Air traffic management [ATM]	5,729,000	13,700,000	13,700,000
Air/ground communications infrastructure	3,900,000	9,750,000	11,750,000
Air traffic control en route radar facilities improvements	5,100,000	5,810,000	5,810,000
Voice switching and control system [VSCS]	13,800,000	9,900,000	9,900,000
Oceanic automation system	3,508,000	20,000,000	10,000,000
Next generation very high frequency air/ground comm [NEXCOM]	40,000,000	43,600,000	43,000,000
Systemwide information management	60,261,000	37,400,000	37,400,000
ADS-B NAS-wide implementation	254,700,000	45,200,000	184,600,000
Windshear detection service	4,300,000	5,200,000	4,300,000
Collaborative air traffic management technologies WP2 & WP3	13,491,000	9,800,000	9,800,000
Time based flow management	21,000,000	42,600,000	38,000,000
ATC beacon interrogator [ATCBI]—sustainment		1,000,000	1,000,000
NextGen weather processors	23,320,000	7,000,000	7,000,000
Airborne collision avoidance system X [ACASX]	12,000,000	10,800,000	10,800,000
Data communications in support of NextGen	150,340,000	234,900,000	234,900,000
b. Terminal Programs:			
Airport Surface Detection Equipment—Model X [ASDE-X]	5,436,000	13,500,000	8,200,000
Terminal doppler weather radar [TDWR]—provide	1,900,000	4,900,000	1,900,000
Standard terminal automation replacement system [STARS] (TAMR Phase 1)	50,700,000	81,100,000	81,100,000
Terminal automation modernization/replacement program (TAMR Phase 3)	146,150,000	159,350,000	159,350,000
Terminal automation program	1,600,000	7,700,000	3,000,000
Terminal air traffic control facilities—replace	52,600,000	45,500,000	45,500,000
ATCT/terminal radar approach control [TRACON] facilities—improve	45,040,000	58,990,000	45,040,000
Terminal voice switch replacement [TVSR]	2,000,000	6,000,000	2,000,000
NAS facilities OSHA and environmental standards compliance	40,000,000	39,600,000	39,600,000
Airport surveillance radar [ASR-9]	13,600,000	3,800,000	3,800,000
Terminal digital radar [ASR-11] tech refresh and mobile airport surveillance radar [MASR]	21,100,000	9,900,000	9,900,000
Runway status lights	41,710,000	24,170,000	24,170,000
National airspace system voice system [NVS]	20,550,000	53,550,000	53,500,000
Integrated display system [IDS]	16,917,000	23,300,000	16,900,000
Remote monitoring and logging system [RMLS]	3,930,000	4,700,000	3,930,000
Mode S service life extension program [SLEP]	8,100,000	16,300,000	16,300,000
Surveillance interface modernization	4,000,000	23,000,000	15,000,000
Voice recorder replacement program [VRRP]	1,000,000	3,000,000	1,000,000
Integrated terminal weather system [ITWS]	4,400,000	5,400,000	4,400,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year --		Committee recommendation
	2015 enacted	2016 estimate	
Flight and Interfacility ATC Data Interface Modernization		9,000,000	9,000,000
c. Flight Service Programs:			
Aviation surface observation system [ASOS]	8,000,000	8,000,000	8,000,000
Future flight service program	1,000,000	3,000,000	3,000,000
Alaska flight service facility modernization [AFSFM]	2,800,000	2,650,000	2,650,000
Weather camera program	200,000	1,000,000	200,000
d. Landing and Navigational Aids Program:			
VHF Omnidirectional radio range [VOR] with distance measuring equipment [DME]	8,300,000	4,500,000	4,500,000
Instrument landing system [ILS]—establish	7,000,000	7,000,000	7,000,000
Wide area augmentation system [WAAS] for GPS	98,600,000	80,600,000	91,850,000
Runway visual range [RVR] and enhanced low visibility operations [ELVO]	7,500,000	6,000,000	6,000,000
Approach lighting system improvement program [ALSIP]	3,000,000	3,000,000	3,000,000
Distance measuring equipment [DME]	3,000,000	3,000,000	3,000,000
Visual NAVAIDS—establish/expand	2,000,000	2,000,000	2,000,000
Instrument flight procedures automation [IFPA]	2,400,000	3,371,000	2,400,000
Navigation and landing aids—service life extension program [SLEP]	3,000,000	3,000,000	3,000,000
VASI Replacement—replace with precision approach path indicator	5,000,000	5,000,000	5,000,000
GPS Civil requirements	10,000,000	27,000,000	10,000,000
Runway safety areas—navigational mitigation	35,000,000	30,000,000	30,000,000
e. Other ATC Facilities Programs:			
Fuel storage tank replacement and management	14,500,000	18,700,000	10,000,000
Unstaffed infrastructure sustainment	30,300,000	39,640,000	30,000,000
Aircraft related equipment program	9,000,000	9,000,000	5,000,000
Airport cable loop systems—sustained support	5,000,000	12,000,000	5,000,000
Alaskan satellite telecommunications infrastructure [ASTI]	11,400,000	12,500,000	10,000,000
Facilities decommissioning	5,700,000	6,000,000	5,700,000
Electrical power systems—sustain/support	82,701,000	124,970,000	82,700,000
FAA Employee housing and life safety shelter system service		2,500,000	2,500,000
Energy management and compliance [EMC]	1,000,000	2,000,000	2,000,000
Child Care Center Sustainment		1,600,000	1,600,000
FAA Telecommunications Infrastructure		1,000,000	1,000,000
Activity 3—Nonair Traffic Control Facilities and Equipment:			
a. Support Equipment:			
Hazardous materials management	22,000,000	26,400,000	20,000,000
Aviation safety analysis system [ASAS]	11,900,000	20,200,000	18,000,000
Logistics support systems and facilities [LSSF]	8,000,000	4,000,000	4,000,000
National airspace [NAS] recovery communications [RCOM]	12,000,000	12,000,000	12,000,000
Facility security risk management	14,300,000	15,000,000	14,300,000
Information security	12,000,000	12,000,000	12,000,000
System approach for safety oversight [SASO]	22,500,000	18,900,000	18,900,000
Aviation safety knowledge management environment [ASKME]	10,200,000	7,500,000	7,500,000
Aerospace medical equipment needs [AMEN]		2,500,000	1,500,000
System safety management portfolio	18,700,000	17,000,000	17,000,000
National test equipment program	2,000,000	4,000,000	2,000,000
Mobile assets management program	4,000,000	4,800,000	4,000,000
Aerospace medicine safety information systems [AMSIS]	3,000,000	3,000,000	3,000,000
Tower simulation system [TSS] tech refresh	3,000,000	7,000,000	3,000,000
b. Training, Equipment and Facilities:			
Aeronautical center infrastructure modernization	13,180,000	15,200,000	12,000,000
Distance learning	1,500,000	1,500,000	1,000,000

FACILITIES AND EQUIPMENT—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2015 estimate	
Activity 4—Facilities and Equipment Mission Support:			
a. System Support and Services:			
System engineering and development support	34,504,000	35,000,000	34,504,000
Program support leases	43,200,000	46,700,000	43,197,000
Logistics support services [LSS]	11,500,000	11,000,000	10,000,000
Mike Monroney Aeronautical Center leases	18,350,000	18,800,000	18,350,000
Transition engineering support	16,596,000	19,200,000	19,200,000
Technical support services contract [TSSC]	23,000,000	23,000,000	23,000,000
Resource tracking program [RTP]	4,000,000	4,000,000	4,000,000
Center for Advanced Aviation System Development [CAASD]	60,000,000	60,000,000	50,000,000
Aeronautical information management program	12,650,000	5,000,000	5,000,000
Cross agency NextGen management	2,000,000	3,000,000	2,000,000
Activity 5—Personnel and Related Expenses	460,000,000	470,049,000	467,000,000
Activity 6—Sustain ADS-B services and Wide Areas Augmentation Services [WAAS] GEOs		166,000,000	
Total resources provided under this appropriation	2,600,000,000	2,855,000,000	2,600,000,000

ADS-B NAS Wide Implementation.—ADS-B uses GPS signals to transmit an aircraft's location to receivers installed on the ground throughout the United States. The ground receivers transmit that information to air traffic controller screens and flight deck displays on any aircraft equipped with the appropriate avionics. Using ADS-B will improve the safety and efficiency of the national airspace, and it is a foundational program of the FAA's NextGen effort to modernize our air traffic control system. The Committee recommendation therefore includes \$184,600,000 for the implementation of ADS-B across the national airspace.

The Committee's recommendation is equal to the budget request, which included \$45,200,000 in Activity 2 and another \$139,400,000 in a new Activity for leases and subscription costs. The recommendation is also \$70,100,000 less than the fiscal year 2015 enacted level. The Committee recommendation rejects the request to create a new Activity 6 and instead provides ADS-B resources for both activities within Activity 2.

NextGen-Separation Management Portfolio.—The Committee recommends \$31,500,000 for NextGen-Separation Management Portfolio, an increase of \$5,000,000 above the budget request. Of this amount, the Committee recommendation specifically includes \$15,000,000 to continue advancement of space-based ADS-B. The Committee supports this technology as a means to enhance safety and increase capacity. The additional funding is necessary to ensure that the FAA will be able to keep pace with neighboring air navigation service providers in adjacent oceanic airspace who plan to use space-based ADS-B in 2018 to track aircraft and offer reduced separation services over the oceans. The Committee expects the agency to accelerate its ability to implement space-based ADS-B by 2018 and report on its progress to the House and Senate Committees on Appropriations within 30 days of enactment of this act.

Terminal Flight Data Manager [TFDM].—The Committee supports the FAA's efforts to accelerate NextGen benefits in the air

traffic control tower and surface movement operating domains through the TFDM program. The FAA should work expeditiously to deploy control tower and surface TFDM enhancements at the Nation's busiest airports.

Wide Area Augmentation System [WAAS].—WAAS uses a single frequency to calculate GPS corrections that are broadcast to the WAAS user. The FAA is planning to use its funds for engineering services for WAAS dual frequency algorithms definition, modeling, and prototyping with the FAA systems engineering team, consultants, and the WAAS vendor. The Committee supports this strategy because it ensures that the FAA has access to those with expertise in original WAAS algorithms development who understand the end-to-end system impacts for algorithm changes, and who have a strong desire to solve this problem quickly. The Committee directs the FAA to provide the House and Senate Committees on Appropriations with an update on its progress within 180 days of enactment of this act.

Surveillance Radar Strategy.—The Committee funds the request to extend the usability of its surveillance radar infrastructure and agrees with the technology refresh plans. When developing the NextGen Surveillance and Weather Radar Capability acquisition strategy, the Committee directs the FAA to continue working closely with other Departments and Agencies, to include the Department of Defense, Department of Homeland Security, and National Weather Service, at a minimum. The Committee believes that a joint surveillance strategy represents the most effective use of taxpayer funds.

Air to Ground Communication.—The Committee recognizes that the establishment of new military airspace creates new communications requirements for civilian aircraft and also believes that civilian aircraft operating near newly established military airspace should have the ability to communicate directly with local air traffic controllers.

Multi-Function Phased Array Radar [MPAR].—The Committee recognizes the importance of the MPAR program in the development and implementation of the next generation weather and aircraft radar surveillance network. The Committee supports the NAS Infrastructure Portfolio Activity to continue to advance ongoing program efforts. However, significant challenges require the consolidation of planning, and research and development strategies for the future success of the MPAR program. Specifically, the Committee is concerned regarding the uncertainty pertaining to cost sharing between the FAA and NOAA for technical risk reduction, non-recurring engineering, prototype development, and ultimate deployment and ongoing maintenance and operations costs. As such, the Committee directs that FAA continue working with NOAA for the MPAR program research and development effort and participate in an interagency committee with NOAA and other stakeholders to help formulate key requirements for development and eventual acquisition strategy. This Committee should serve as a means to coordinate with other government agencies, particularly DOD and DHS. Additionally, the Committee directs FAA to provide its expertise to NOAA to assist in facilitating a full evaluation of operational benefits including but not limited to weather surveil-

lance, fine-scale numerical weather prediction, tracking of cooperative and uncooperative aircraft, discrimination of biological targets and small unmanned aerial systems, clutter suppression, data communication, and system reliability. FAA should provide to the House and Senate Committees on Appropriations its support plan to help NOAA achieve these objectives 45 days after the enactment of this act.

Very High Frequency Omni-Directional Range—Distance Measuring Equipment.—The Committee notes that the FAA has made progress implementing the Very High Frequency Omni-Directional Range Minimum Operating Network [VOR MON] program and addressing concerns raised from its unions. The Committee directs the FAA to report to the House and Senate Committees on Appropriations on its strategy for using service-based approaches, including a discussion of how such approaches affect cost-effectiveness and system resiliency.

Automation at Facilities That Provide En Route and Terminal Services.—The FAA has made significant investments to modernize its automation systems for both the en route and the terminal environments. In addition to supporting NextGen, this modernization effort has allowed the FAA to implement a common platform across en route facilities and across terminal facilities. Sharing the same automation platform will help make the FAA's air traffic control system more flexible and more efficient, and it will lower the cost of maintaining automation systems over the long term. The FAA, however, continues to use MicroEARTS at facilities that provide both en route and terminal services. The Committee is concerned about the condition of this platform, and questions if the FAA will secure the full benefit of modernization if it does not include all of its air traffic control facilities in this effort. The Committee therefore directs the FAA to evaluate the automation systems that are used at facilities providing both en route and terminal services, develop an investment plan for these facilities, and submit a report to the House and Senate Committees on Appropriations no later than 1 year after enactment of this act.

Military Operations Areas.—The Air Force, following extensive consultation with the FAA and stakeholders, is expanding the size of the Powder River Training Range—which covers areas of South Dakota, North Dakota, Montana and Wyoming. The expansion will enable greater, and more realistic training opportunities for our Nation's military, including the use of this training range for limited large force military training exercises not to exceed 10 days per year. The FAA reviewed the USAF plans, particularly with regard to safety, and approved the expanded range in March 2015. The Committee urges the FAA to coordinate with the Department of Defense and the Air Force on a regular basis, and encourages the FAA to review the USAF's compliance with the record of decision, including requirements contained in the record of decision with respect to communications equipment near new areas that are designated for low altitude military training, and submit a report on its findings to the House and Senate Committees on Appropriations no later than 1 year after enactment of this act, including an assessment of options for and feasibility of enhanced communication or surveillance equipment utilizing existing budget authorities.

The Committee directs the FAA and DOD to proceed with the utilization of the expanded Range, as approved, as the FAA assesses additional equipment.

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

Appropriations, 2015	\$156,750,000
Budget estimate, 2016	166,000,000
House allowance	156,750,000
Committee recommendation	163,325,000

PROGRAM DESCRIPTION

The Research, Engineering and Development appropriation provides funding for long-term research, engineering, and development programs to improve the air traffic control system by increasing its safety and capacity, as well as reducing the environmental impacts of air traffic, as authorized by the Airport and Airway Improvement Act and the Federal Aviation Act, as amended. The programs are designed to meet the expected air traffic demands of the future and to promote flight safety through improvements in facilities, equipment, techniques, and procedures to ensure that the system will safely and efficiently handle future volumes of aircraft traffic.

COMMITTEE RECOMMENDATION

The Committee recommends \$163,325,000 for the FAA's Research, Engineering, and Development activities. The recommended level of funding is \$2,675,000 less than the budget request and \$6,575,000 more than the fiscal year 2015 enacted level.

A table showing the fiscal year 2015 enacted level, the fiscal year 2016 budget estimate and the Committee recommendation follows:

RESEARCH, ENGINEERING, AND DEVELOPMENT

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Safety:			
Fire research and safety	\$6,000,000	\$6,643,000	\$6,643,000
Propulsion and fuel systems	2,000,000	3,034,000	2,034,000
Advanced materials/structural safety	2,909,000	3,625,000	7,409,000
Aircraft icing /digital system safety	5,500,000	6,920,000	5,920,000
Continued airworthiness	9,619,000	8,987,000	8,987,000
Aircraft catastrophic failure prevention research	1,500,000	1,433,000	1,433,000
Flightdeck/maintenance/system integration human factors	6,000,000	9,947,000	5,000,000
System safety management	7,970,000	6,063,000	6,063,000
Air traffic control/technical operations human factors	5,400,000	5,995,000	4,995,000
Aeromedical research	8,300,000	10,255,000	8,300,000
Weather program	14,847,000	18,253,000	15,000,000
Unmanned aircraft systems research	14,974,000	9,635,000	14,635,000
NextGen—Alternative fuels for general aviation	6,000,000	5,833,000	7,000,000
NextGen—Advanced system and software validation			
Economic competitiveness:			
NextGen—Wake turbulence	8,541,000	8,680,000	8,541,000
NextGen—Air ground integration human factors	9,697,000	8,875,000	7,875,000
NextGen—Weather technology in the cockpit	4,048,000	4,116,000	4,048,000
Commercial Space Transportation Safety		3,000,000	2,000,000
Environmental sustainability:			
Environment and energy	14,921,000	15,061,000	16,074,000

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
NextGen—Environmental research aircraft technologies, fuels, and metrics	23,014,000	23,823,000	25,823,000
Mission support:			
System planning and resource management	2,100,000	2,377,000	2,100,000
William J. Hughes Technical Center	3,410,000	3,445,000	3,445,000
Total	156,750,000	166,000,000	163,325,000

Unmanned Aerial Systems [UAS] Research—Center of Excellence.—The Committee recommendation includes \$14,635,000 for unmanned aircraft systems research, an increase of \$5,000,000 above the budget request and \$339,000 below the fiscal year 2015 enacted level. The Committee directs the FAA to dedicate the funding increase over the budget request to the center of excellence.

The Committee is pleased that the Department has established a UAS center of excellence to address a host of research challenges associated with integration of UAS into the national airspace. The formation of a UAS center of excellence is essential to meet the requirements enacted as part of the FAA Modernization and Reform Act of 2012. The Committee directs that the center of excellence shall focus on key areas of UAS research including: airworthiness, remote sensing, advanced composites, detect and avoid, and low altitude research in harsh climates. Additionally, the center should maintain close relations with disaster response agencies, the Department of Homeland Security and the Department of Agriculture in order to facilitate research in important UAS mission areas, such as environmental monitoring, weather and hydrologic prediction, precision agriculture, law enforcement, disaster response and oil transportation systems monitoring.

Unmanned Aerial Systems Research—Test Sites.—The Committee notes that integration of UAS into the National Airspace System [NAS] remains a national priority with the potential to increase public safety and bring economic benefits to a wide range of industries. In December 2013, the FAA chose six UAS test sites to assist the FAA in meeting its UAS research needs. In order to successfully meet its goals for integration, the FAA must execute an organized research plan to effectively leverage the capabilities of the test sites, as well as research being done by other Federal agencies, such as the National Aeronautics and Space Administration, to guide its ongoing efforts to integrate UAS into the NAS. Research projects and programs funded through the center of excellence should use the airspace and capabilities available through the six test sites when conducting flight operations and collecting data. The Committee expects UAS flight operations conducted as part of the center of excellence research to be performed at one of six test sites selected for UAS research and airspace integration. The Committee also directs the FAA’s William J. Hughes Technical Center to use these test sites in conducting its research and operational tests. The Committee recommendation includes \$14,635,000 for unmanned aircraft systems research, of which \$9,635,000 fully funds the FAA’s budget request to support the technical center’s research

activities related to unmanned systems. This funding may be used to support the center's research activities and operational tests conducted at the test sites.

Because of the importance of these efforts, the Committee reiterates its direction from last year to improve the "Integration of Civil Unmanned Aircraft Systems [UAS] in the National Airspace System [NAS] Roadmap," by including a strategic plan on research efforts. The strategic plan shall discuss: the specific research needs to safely integrate UAS into the NAS, including an examination of the research goals that the FAA must reach in order to successfully and safely advance NAS integration; FAA's strategy to obtain the identified research through partnerships with other Federal agencies, the UAS center of excellence, participants in the UAS and aviation industry, and the UAS test sites; and an evaluation of the ability of the UAS test sites to coordinate with the FAA and its center of excellence, and participate in the FAA's strategy to help achieve the research goals identified in the roadmap. The roadmap should also address milestones for research and development activities needed to allow operations of UAS flying beyond the line of sight. The first edition of the roadmap was published in 2013, and the Committee directs the FAA to update this roadmap no later than December 31, 2016.

Unmanned Aerial Systems Research—Coordination with Other Agencies.—Both the U.S. Customs and Border Protection [CBP] and the National Aeronautics and Space Administration [NASA] research and develop UAS technologies. The Committee therefore encourages the FAA to leverage these research and development efforts as it integrates UAS into the national airspace. The Committee expects the FAA to use the resources provided for UAS research under the Committee recommendation to collect and evaluate data and information from CBP and NASA UAS projects, and to collaborate with these partners on research efforts necessary to integrate UAS into the national airspace.

Unmanned Aerospace Systems.—Media Projects.—The Committee urges the FAA to direct potential news and broadcast media pilot projects to the UAS test sites for consideration. The test sites would conduct these projects of small unmanned aircraft systems in both simulated and live demonstrations of covering breaking news and other special events. Current FAA regulations and policies generally prohibit the operation of small UAS over persons not directly involved with the UAS operation. These restrictions severely inhibit the media's ability to serve the public interest through effective news gathering, and instead relegate media to use of manned helicopters, which the FAA itself has recognized poses greater risks to persons on the ground. The Committee recognizes the FAA's recently announced Pathfinder program includes a project with CNN to study operations over people. The Committee supports this project but believes it should be expanded, given the public interest in enhancing news gathering through innovative technologies. The objective of the pilot projects is to demonstrate the technological capabilities and operational conditions that would ensure the safety of operations of small UASs to attend breaking news and other special events.

Unmanned Aircraft Systems and Airport Operations.—Given the rise in the number of UAS sightings at our Nation’s airports, there is interest in using technology that will detect, identify and track air vehicles and ground controllers to explicitly identify UAS without interference and ensure the safety of existing airport operations. The Committee therefore urges the FAA to work with airports in order to assess the ability of such technology to defeat an errant or hostile UAS without causing collateral damage to essential navigation systems, wireless communications, the general public or other airport operations.

Alternative Fuels for General Aviation.—The Committee recommendation includes \$7,000,000 for research that supports alternative fuels for general aviation. This funding level is \$1,167,000 above the budget request and \$1,000,000 above the fiscal year 2015 enacted level.

Environmental Sustainability.—The Committee recommendation includes a total of \$41,897,000 for research related to environmental sustainability, which is \$3,013,000 above the budget request and \$3,962,000 above the fiscal year 2015 enacted level. This total includes \$16,074,000 under the “Environment and energy” and another \$25,823,000 under “NextGen—Environmental research aircraft technologies, fuels, and metrics.”

The funding provided under these headings supports the FAA’s continuous, lower energy emissions, and noise program [CLEEN], which has helped advance the research and development of advanced engine and airframe technologies that conserve more fuel and produce fewer emissions than today’s technology.

The funding also supports the FAA’s center of excellence for alternative jet fuels and environment. The Committee directs the increase provided under its recommendation to this center of excellence, resulting in a total funding level of \$10,513,000.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

(INCLUDING RESCISSION)

	Fiscal year—			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Resources from the Airport and Airway Trust Fund:				
Limitation on obligations	3,350,000,000	2,900,000,000	3,350,000,000	3,350,000,000
Liquidation of contract authorization	3,200,000,000	3,500,000,000	3,600,000,000	3,600,000,000

PROGRAM DESCRIPTION

Funding for Grants-in-Aid for airports pays for capital improvements at the Nation’s airports, including those investments that emphasize capacity development, safety improvements, and security needs. Other priority areas for funding under this program in-

clude improvements to runway safety areas that do not conform to FAA standards, investments that are designed to reduce runway incursions, and aircraft noise compatibility planning and programs.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$3,350,000,000 for Grants-in-Aid for airports for fiscal year 2016. The recommended limitation on obligations is equal to the enacted level for fiscal year 2015, and \$450,000,000 more than the budget estimate. Under the request, large commercial airports no longer receive formula grants from the program, but they would be allowed to raise their passenger facility charges to finance capital improvements. The Committee notes that an increase to passenger facility charges was considered as part of the debate over the bill to reauthorize the FAA. That increase, however, was not included in the final legislation. The Committee therefore recommends a funding level that would fund capital improvements at all airports that support our Nation's air transportation system.

In addition, the Committee recommends a liquidating cash appropriation of \$3,600,000,000 for Grants-in-Aid for airports. The recommended level is \$100,000,000 more than the budget estimate and \$400,000,000 more than the fiscal year 2015 enacted level. This appropriation is sufficient to cover the liquidation of all obligations incurred pursuant to the limitation on obligations set forward in the bill.

Finally, the Committee recommendation includes a rescission of any contract authority that would be created under section 48112 in fiscal year 2016. This rescission would not affect the baseline set by the Congressional Budget Office.

Administrative Expenses.—The Committee recommends \$107,100,000 to cover administrative expenses. This funding level is equal to the budget request and the fiscal year 2015 enacted level.

Airport Cooperative Research.—The Committee recommends \$15,000,000 for the Airport Cooperative Research program. This funding level is equal to the budget estimate and the fiscal year 2015 enacted level.

Airport Technology.—The Committee recommends \$31,000,000 for Airport Technology Research. This funding level is equal to the budget request and \$1,250,000 more than the fiscal year 2015 level.

The Committee recommends the FAA study whether it is appropriate to expand the installation of foreign object debris detection technology at hub airports in order to increase safety.

Small Community Air Service Development Program [SCASDP].—The Committee recommends \$10,000,000. This funding level is \$4,500,000 more than the fiscal year 2015 enacted level. The budget request included no funds for this program for fiscal year 2016.

Allocation of Resources.—The Committee recognizes many states have short construction seasons due to inclement weather and require certainty about airport grant allocations when making planning decisions. FAA is encouraged to work expeditiously to make entitlement and discretionary grant allocations, to provide certainty to northern State airports.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

Section 110 limits the number of technical staff years at the Center for Advanced Aviation Systems Development to no more than 600 in fiscal year 2016.

Section 111 prohibits funds in this act from being used to adopt guidelines or regulations requiring airport sponsors to provide the FAA “without cost” buildings, maintenance, or space for FAA services. The prohibition does not apply to negotiations between the FAA and airport sponsors concerning “below market” rates for such services or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

Section 112 permits the Administrator to reimburse FAA appropriations for amounts made available for 49 U.S.C. 41742(a)(1) as fees are collected and credited under 49 U.S.C. 45303.

Section 113 allows funds received to reimburse the FAA for providing technical assistance to foreign aviation authorities to be credited to the Operations account.

Section 114 prohibits the FAA from paying Sunday premium pay except in those cases where the individual actually worked on a Sunday.

Section 115 prohibits the FAA from using funds provided in the bill to purchase store gift cards or gift certificates through a Government-issued credit card.

Section 116 allows all airports experiencing the required level of boardings through charter and scheduled air service to be eligible for funds under 49 U.S.C. 47114(c).

Section 117 requires approval from the Assistant Secretary for Administration of the Department of Transportation for retention bonuses for any FAA employee.

Section 118 requires that, upon request by a private owner or operator of an aircraft, the Secretary block the display of that owner or operator’s aircraft registration number in the Aircraft Situational Display to Industry program.

Section 119 prohibits funds in this act for salaries and expenses of more than nine political and Presidential appointees in the Federal Aviation Administration.

Section 119A requires the FAA to conduct public outreach and provide justification to the Committee before increasing fees under section 44721 of title 49, United States Code.

Section 119B prohibits funds from being used to change weight restrictions or prior permission rules at Teterboro Airport in New Jersey.

Section 119C requires the FAA to notify the House and Senate Committees on Appropriations at least 90 days before closing a regional operations center or reducing the services it provides.

FEDERAL HIGHWAY ADMINISTRATION

PROGRAM DESCRIPTION

The principal mission of the Federal Highway Administration [FHWA] is, in partnership with State and local governments, to foster the development of a safe, efficient, and effective highway and intermodal system nationwide including access to and within

national forests, national parks, Indian lands, and other public lands.

COMMITTEE RECOMMENDATION

Under the Committee recommendations, a total program level of \$40,995,000,000 is provided for the activities of the Federal Highway Administration in fiscal year 2016. The recommendation is \$10,312,248,000 less than the budget request and equal to the fiscal year 2015 enacted level. The following table summarizes the Committee's recommendations:

	Fiscal year—			Committee recommendation
	2015 enacted	2016 estimate	House allowance	
Federal-aid highways program obligation limitation	\$40,256,000,000	\$50,068,248,000	\$40,256,000,000	\$40,256,000,000
Contract authority exempt from the obligation limitation	739,000,000	739,000,000	739,000,000	739,000,000
Fixing and accelerating surface transportation		500,000,000		
Total	40,995,000,000	51,307,248,000	40,995,000,000	40,995,000,000

LIMITATION ON ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

Limitation, 2015 ¹	\$426,100,000
Budget estimate, 2016	442,248,000
House allowance	429,348,000
Committee recommendation	429,348,000

¹ Does not include \$3,248,000 transferred to the Appalachian Regional Commission.

PROGRAM DESCRIPTION

This limitation on obligations provides for the salaries and expenses of the Federal Highway Administration [FHWA] for program management, direction, and coordination; engineering guidance to Federal and State agencies; and advisory and support services in field offices.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations of \$429,348,000 for administrative expenses of the agency and for administrative expenses of the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code. This limitation is \$12,900,000 less than the budget request and equal to the fiscal year 2015 enacted level when taking into account the \$3,248,000 transfer to the Appalachian Regional Commission.

The Committee recommendation includes bill language that makes sufficient contract authority available for FHWA's administrative expenses to meet its needs in fiscal year 2016. The Committee remains concerned about the FHWA's ability to continue providing oversight and critical support to State and local partners in a time of budgetary constraints, and is disappointed that FHWA

has yet to submit a 6-year strategic plan as required by Senate Report 113-182.

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

Limitation, 2015	\$40,256,000,000
Budget estimate, 2016	50,068,248,000
House allowance	40,256,000,000
Committee recommendation	40,256,000,000

PROGRAM DESCRIPTION

The Federal-aid highway program provides financial support to States and localities for development, construction, and repair of highways and bridges through grants. The program is financed from the Highway Trust Fund and most of the funds are distributed through apportionments and allocations to States. Title 23 of the United States Code and other supporting legislation provide authority for the various activities of the FHWA. Funding is provided by contract authority, with program levels established by annual limitations on obligations set in appropriations acts.

COMMITTEE RECOMMENDATION

The Committee recommends limiting fiscal year 2016 obligations to \$40,256,000,000, which is \$9,812,248 less than the budget request and equal to the fiscal year 2015 enacted level for the Federal-aid highway program. This funding level is consistent with current funding levels under the most recent authorization law, the Moving Ahead for Progress in the 21st Century Act [MAP-21].

In addition, the bill includes a provision that allows the FHWA to collect and spend fees in order to pay for the services of expert firms in the field of municipal and project finance to assist the agency in the provision of credit instruments.

Advanced Composite Bridge Technologies.—The Committee supports the Technology and Innovation Deployment Program’s efforts to improve the safety, efficiency, reliability, and performance of our Nation’s transportation infrastructure. It also notes the growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster construction and cost-effective rehabilitation of efficient and safe bridges. The Committee encourages the Department to use funds authorized under 503(c) of title 23, United States Code, for the demonstration and deployment of advanced composite materials in bridge replacement and rehabilitation.

Environmental Reviews.—The Committee recognizes the Department’s efforts to implement the administratively related streamlining provisions included in MAP-21. The Committee encourages the Department to continue its efforts to implement these changes nationally, and recognizes the efforts made by the Administration to work cooperatively with other Federal agencies and with State governments, including its work with the State of Utah on its Mountain Accord approach for a regional transportation, land use, natural resource and economic solution. The Committee encourages

the Department to continue participating in the streamlined facilitation of the environmental impact processes for regional and national transportation projects in conjunction with multiple Federal agencies, diverse public and private interests including State and local governments and public interest groups.

Bridge Deck Assessment Technologies.—The Committee is aware that some States and other bridge-owners would benefit from highly efficient, non-destructive, technologies and methods that do not require lane closure and that provide quantitative data so engineers can identify specific areas of bridge decks that require repair so as to minimize the time and cost of bridge deck assessments. The Committee is aware that several States have sponsored demonstrations of emergent technologies that could help meet these requirements. The Committee again notes the growing need to accelerate the adoption of best practices, technologies, and materials that lead to faster bridge deck assessment and encourages the Department to use funding in the Technology and Innovation Deployment Program for the demonstration by State departments of transportation of proven bridge deck assessment technologies that require minimal or no lane closures.

Performance-Based Pavement Preservation Deployment.—As State and local highway agencies shift their focus to maintaining existing roadways rather than expanding current systems, better information is needed to effectively select and apply pavement preservation treatments. The Committee recommends that FHWA conduct applied pavement preservation research and deployment activities to ensure that roadway conditions are maintained in the most cost-effective means possible. FHWA should facilitate the collection and evaluation of performance-based pavement preservation data from State pavement management systems and national field studies.

Alternate Design/Alternate Bid [AD/AB].—The Committee is aware of the potential of Alternate Design and Alternate Bid [AD/AB] procurement methods in reducing the overall cost of infrastructure projects. With limited funding available for highway projects, it is essential that FHWA promote the efficient use of Federal funding provided by the Committee. The Committee directs the agency to issue guidance to division offices and States on the use of AD/AB and other innovative contracting methods eligible under subsection 120(c) of title 23, United States Code that increase competition and help lower the cost of infrastructure projects.

Tribal Transportation Programs.—The Committee recognizes the immense transportation infrastructure needs of Indian Country. Only around 8 percent of the nearly 14,000 miles of roads and trails owned and maintained by Indian tribes are paved. Furthermore, around 75 percent of the 29,400 miles of roads owned and maintained by the Bureau of Indian Affairs are classified as gravel, earth, or primitive. In 2012, MAP-21 replaced the Indian Reservation Roads Program with the Tribal Transportation Program [TTP] and folded several programs, including the Bridge Program and Safety Program, into the TTP. However, current funding levels do not meet the true needs in Indian Country. This investment gap limits economic growth and safety improvements in Indian Country and adds to the backlog of necessary maintenance projects. As

such, the Committee directs the Department of Transportation to work with the Department of the Interior and report to the House and Senate Committees on Appropriations on the transportation infrastructure needs facing Indian country and proposed steps to make improvements. The Committee expects the Department to complete the report in a timely manner so that it can inform Congress as it considers legislation that funds the Tribal Transportation Program.

State Apportionments.—The following table shows the expected obligation limitation provided to each State under the Committee’s recommended funding level:

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Formula Programs			
Alabama	\$675,218,615	\$849,246,456	\$675,218,615
Alaska	425,867,575	536,041,394	425,867,575
Arizona	651,913,858	810,997,919	651,913,858
Arkansas	450,253,847	567,697,218	450,253,847
California	3,207,910,392	3,957,856,553	3,207,910,392
Colorado	476,542,508	591,675,985	476,542,508
Connecticut	436,652,454	543,617,617	436,652,454
Delaware	144,179,177	180,644,441	144,179,177
District of Columbia	142,155,608	176,973,736	142,155,608
Florida	1,686,192,861	2,121,368,289	1,686,192,861
Georgia	1,150,024,045	1,435,902,384	1,150,024,045
Hawaii	144,077,317	180,803,892	144,077,317
Idaho	254,708,403	318,505,231	254,708,403
Illinois	1,267,031,514	1,572,955,495	1,267,031,514
Indiana	826,157,520	1,036,963,346	826,157,520
Iowa	437,459,635	537,821,961	437,459,635
Kansas	336,396,108	422,072,390	336,396,108
Kentucky	591,395,358	743,099,134	591,395,358
Louisiana	595,789,190	755,097,311	595,789,190
Maine	160,807,064	201,258,062	160,807,064
Maryland	535,659,466	661,812,547	535,659,466
Massachusetts	541,559,818	668,686,638	541,559,818
Michigan	938,135,754	1,166,664,467	938,135,754
Minnesota	567,819,564	711,856,554	567,819,564
Mississippi	420,593,438	530,346,199	420,593,438
Missouri	823,400,811	1,037,588,229	823,400,811
Montana	357,027,457	449,029,291	357,027,457
Nebraska	257,353,263	322,283,289	257,353,263
Nevada	323,662,229	401,172,531	323,662,229
New Hampshire	146,296,021	182,424,609	146,296,021
New Jersey	886,934,422	1,096,432,140	886,934,422
New Mexico	319,476,963	402,207,065	319,476,963
New York	1,496,873,904	1,846,620,067	1,496,873,904
North Carolina	928,844,967	1,158,426,221	928,844,967
North Dakota	216,116,257	271,262,641	216,116,257
Ohio	1,168,439,039	1,458,317,636	1,168,439,039
Oklahoma	560,681,360	705,649,276	560,681,360
Oregon	435,040,366	546,559,183	435,040,366
Pennsylvania	1,461,703,382	1,820,841,293	1,461,703,382
Rhode Island	189,535,419	237,893,336	189,535,419
South Carolina	582,262,339	688,703,541	582,262,339
South Dakota	245,497,450	308,177,589	245,497,450
Tennessee	735,612,759	923,561,695	735,612,759
Texas	3,074,155,132	3,511,714,270	3,074,155,132
Utah	302,236,325	352,284,477	302,236,325
Vermont	176,824,829	221,190,339	176,824,829

FEDERAL-AID HIGHWAY PROGRAM OBLIGATION LIMITATION—Continued

	Fiscal year—		Committee recommendation
	2015 enacted	2016 estimate	
Virginia	886,317,671	1,110,285,542	886,317,671
Washington	603,865,356	753,068,250	603,865,356
West Virginia	380,211,336	478,553,595	380,211,336
Wisconsin	669,952,033	838,954,388	669,952,033
Wyoming	217,848,441	274,762,117	217,848,441
Subtotal	34,510,670,620	42,677,927,829	34,510,670,620
Allocated programs	5,364,809,825	6,995,860,552	5,364,809,825
Sections 154 and 164 Penalties	365,671,347	379,611,411	365,671,347
High Risk Rural Roads Special Rule	14,848,208	14,848,208	14,848,208
Total	40,256,000,000	50,068,248,000	40,256,000,000

Program Descriptions.—The roads and bridges that make up our Nation’s highway infrastructure are built, operated, and maintained through the joint efforts of Federal, State, and local governments. States have much flexibility to use Federal-aid highway funds to best meet their individual needs and priorities, with FHWA’s assistance and oversight.

MAP-21, the current highway, highway safety, and transit authorization law, made funding for Federal-aid highways available in the following categories of spending:

—*National Highway Performance Program [NHPP].*—This program provides support for the condition and performance of the national highway system [NHS], and for the construction of new facilities on the NHS. Projects funded through the NHPP must support progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the national highway system. Such projects must also support progress toward the achievement of performance targets established in a State’s asset management plan, and must be consistent with requirements for metropolitan and statewide planning. Funding for this program also supports the Transportation Alternatives program, and State planning and research.

—*Surface Transportation Program.*—The Surface Transportation Program provides flexible funding that may be used by States and localities for projects that preserve and improve the conditions and performance on any Federal-aid highway; bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. Funding for this program also supports the Transportation Alternatives program, and State planning and research. A portion of the program’s funding is set aside for improvements to off-system bridges.

—*Highway Safety Improvement Program.*—This program is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including roads on tribal lands and other public roads that are not owned by a State government. An eligible highway safety improvement project is any strategy, activity or project on a public road that corrects

or improves a hazardous road location or feature, or addresses a highway safety problem. Such projects must be consistent with the State's strategic highway safety plan, which must be based on analysis of crash data. Funding for this program also supports the Transportation Alternatives program, and State planning and research. In addition, a set-aside from the STP program funds the Railway-Highway Crossings Program, which supports safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings.

—*Congestion Mitigation and Air Quality Improvement Program [CMAQ].*—The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national ambient air quality standards for ozone, carbon monoxide, or particulate matter. Funding for this program also supports the Transportation Alternatives program, and State planning and research.

—*Metropolitan Planning.*—The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

—*Transportation Infrastructure Finance and Innovation Act Program [TIFIA].*—This program provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, and intermodal freight transfer facilities. TIFIA is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt. The program may provide credit to States, localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities. TIFIA offers direct loans, loan guarantees and lines of credit.

—*Construction of Ferry Boats and Ferry Terminal Facilities.*—The ferry program provides funding for the construction of ferry boats and ferry terminal facilities. Funds are distributed according to statutory formula.

—*Tribal Transportation Program.*—The Tribal Transportation Program is designed to provide access to basic community services and to enhance the quality of life in Indian country. Funding is distributed among tribes based on a statutory formula.

—*Federal Lands Transportation Program.*—This program funds projects that improve access within federally owned lands, including national forests, national parks, national wildlife refuges, and national recreation areas. Each year, funds are provided to the National Park Service and the U.S. Fish and Wildlife Service, and funds are distributed on a competitive basis to the U.S. Forest Service, the Bureau of Land Management, and the U.S. Corps of Engineers.

—*Federal Lands Access Program.*—This program provides funds for projects on transportation facilities that are located on or

adjacent to federally owned lands, or that provide access to those areas. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

- State Planning and Research.*—This program provides funding for States to conduct planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions, and to carry out transportation research activities through each of the States. The program is funded with resources from the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program, and the Congestion Mitigation and Air Quality Program.
- Transportation Alternatives.*—This program provides funding for a variety of alternative transportation projects, including trails for pedestrians and bicyclists; transportation systems that provide safe routes for non-drivers, including children, older adults, and people with disabilities; and environmental mitigation projects.
- Territorial and Puerto Rico Highway Program.*—This program supports a highway program in the Commonwealth of Puerto Rico, and it provides funding to assist the governments of the U.S. territories with highway investments and necessary inter-island connectors.
- Emergency Relief.*—The Emergency Relief program provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause. This program receives an appropriation of \$100,000,000 in contract authority each year from the Highway Trust Fund, and this funding is exempt from the obligation limitation imposed on the Federal-aid Highway Program. In addition to this contract authority, the program receives such sums as may be necessary from the general fund of the Treasury to meet emergency needs.
- Research, Technology and Education.*—The Federal Highway Administration manages the following programs that support research, technology development, and education activities:
 - The Highway Research and Development Program funds strategic investments in research activities that address current and emerging highway transportation needs.
 - The Technology and Innovation Deployment Program funds efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.
 - The Training and Education Program supports FHWA's efforts to train the current and future transportation workforce, share knowledge with transportation professionals,

and provide training that addresses the full lifecycle of the highway transportation system.

In addition to these programs, funding provided under the Federal-aid Highways Program supports the Intelligent Transportation System Program, University Transportation Centers and the Bureau of Transportation Statistics. These programs are administered by the Office of the Assistant Secretary for Research and Technology.

LIQUIDATION OF CONTRACT AUTHORIZATION
(HIGHWAY TRUST FUND)

Appropriations, 2015	\$40,995,000,000
Budget estimate, 2016 ¹	51,307,248,000
House allowance	40,995,000,000
Committee recommendation	40,995,000,000

¹ Includes \$500,000,000 for the Fast and Accelerating Surface Transportation program.

PROGRAM DESCRIPTION

The Federal-aid highway program is funded through contract authority paid out of the Highway Trust Fund. Most forms of budget authority provide the authority to enter into obligations and then to liquidate those obligations. Put another way, it allows a Federal agency to commit to spending money on specified activities and then to actually spend that money. In contrast, contract authority provides only the authority to enter into obligations, but not the authority to liquidate those obligations. The authority to liquidate obligations—to actually spend the money committed with the contract authority—must be provided separately. The authority to liquidate obligations under the Federal-aid highway program is provided under this heading. This liquidating authority allows FHWA to follow through on commitments already allowed under current law; it does not provide the authority to enter into new commitments for Federal spending.

COMMITTEE RECOMMENDATION

The Committee recommends a liquidating cash appropriation of \$40,995,000,000. The recommended level is \$10,312,248,000 less than the budget request and equal to the fiscal year 2015 enacted level. This level of liquidating authority is necessary to pay outstanding obligations from various highway accounts pursuant to this and prior appropriations acts.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

Section 120 distributes obligation authority among Federal-aid Highway programs.

Section 121 continues a provision that credits funds received by the Bureau of Transportation Statistics to the Federal-aid highways account.

Section 122 provides requirements for any waiver of Buy America requirements.

Section 123 requires congressional notification before the Department provides credit assistance under the TIFIA program.

Section 124 makes contract authority available for FHWA's administrative expenses.

Section 125 allows current truck weight limitations to remain in place on certain roads if they are designated as I-69.

Section 126 allows State DOTs to repurpose certain highway project funding to be used within 50 miles of its original designation.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

PROGRAM DESCRIPTION

The Federal Motor Carrier Safety Administration [FMCSA] was established within the Department of Transportation by the Motor Carrier Safety Improvement Act [MCSIA] (Public Law 106-159) in December 1999. Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

MCSIA, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU], and the Moving Ahead for Progress in the 21st Century Act [MAP-21] provide funding authorization for FMCSA's Motor Carrier Safety Operations and Programs and Motor Carrier Safety Grants.

FMCSA's mission is to promote safe commercial motor vehicle and motor coach operations, as well as reduce the number and severity of accidents. Agency resources and activities prevent and mitigate commercial motor vehicle and motor coach accidents through education, regulation, enforcement, stakeholder training, technological innovation, and improved information systems. FMCSA is also responsible for ensuring that all commercial vehicles entering the United States along its southern and northern borders comply with all Federal motor carrier safety and hazardous materials regulations. To accomplish these activities, FMCSA works with Federal, State, and local enforcement agencies, the motor carrier industry, highway safety organizations, and the public.

COMMITTEE RECOMMENDATION

The Committee recommends a total level of \$572,000,000 for obligations and liquidations from the Highway Trust Fund. This level is \$96,523,000 less than the request and \$12,000,000 less than the fiscal year 2015 enacted level.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Limitation, 2015	\$271,000,000
Budget estimate, 2016	329,180,000
House allowance	259,000,000
Committee recommendation	259,000,000

PROGRAM DESCRIPTION

This account provides the necessary resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the United States-Mexico border to ensure that Mexican carriers entering the United States are in compliance with FMCSA regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$259,000,000 for FMCSA's Operations and Programs. The recommendation is \$12,000,000 less than the fiscal year 2015 enacted level and \$70,180,000 less than the budget request. The recommended level of funding is consistent with MAP-21 and does not continue the repurposing of unobligated balances from previous fiscal years. Of the total limitation on obligations, \$9,000,000 is for research and technology, \$1,000,000 is for commercial motor vehicle operator grants, and \$34,545,000 is for information management.

Electronic Logging Devices.—In 1977, NTSB issued its first recommendation on the use of on-board data recording devices, or electronic logging devices [ELDs], to provide an efficient and reliable means of tracking the number of hours a commercial motor vehicle operator drives. MAP-21 mandated that FMCSA issue a rule by October 2013, but the agency failed to issue its proposed rule until March 2014. The Committee supports the expanded use of ELDs, encourages FMCSA to work aggressively to implement the ELD mandate, and directs the FMCSA to publish its final rule on ELDs no later than 60 days after enactment of this act.

Heavy Vehicle Speed Limiters.—A coalition of trucking industry and safety advocates petitioned the Department in 2006 to initiate a rulemaking mandating all class 7 and 8 trucks to have their top speeds electronically limited to no more than 65 miles per hour. NHTSA finally granted this petition in 2011 and has been developing a proposed rulemaking with FMCSA that would consider new Federal Motor Vehicle Safety Standards for the installation of speed limiting devices. The agency has stated that the rulemaking would have minimal costs and decrease fatal crashes, but has delayed publication of the proposed rule 21 times. The Committee directs the Department to complete its proposed rule within 60 days of enactment of this act.

High-Risk Carriers.—Under FMCSA regulations, carriers identified as mandatory must have a compliance review conducted within 1 year. The FMCSA's compliance with this requirement has improved significantly, from completing reviews of 69 percent of high-risk carriers in fiscal year 2008 to 94 percent in the 2013 calendar year. Yet the backlog of carriers remaining in mandatory status

that have not been investigated, gone out of business, or switched to intrastate operations continues to grow. FMCSA contends that the tracking and monitoring of high-risk carriers is a manually intensive process, particularly for carriers operating under consent decrees. In order to automate these systems and provide a higher level of safety compliance review, the Committee provided additional resources in Public Law 113-235 and directed FMCSA to provide a plan for the required information technology [IT] investments. To date, no such plan has been provided to the Committee. The Committee again directs FMCSA to provide its plan for IT automation prior to obligating any funding for this purpose. The Committee also directs the agency to provide the House and Senate Committees on Appropriations with an updated report on its ability to meet its requirements to evaluate mandatory carriers by April 15, 2016 for the preceding fiscal year.

Online Safety Performance Data.—A key component of FMCSA's Compliance, Safety, Accountability [CSA] program is the Safety Measurement System [SMS] which uses carrier performance data from inspections and investigations to calculate safety scores and identify those at high risk of causing a crash. In 2014, the GAO identified major challenges that limit the precision of the SMS scores and their ability to compare safety performance across carriers. As a result, GAO recommended that FMCSA revise the SMS methodology. At a March 4, 2015, hearing before the Commerce Committee, the GAO testified that, "without efforts to revise its SMS methodology, FMCSA will not be able to effectively target its intervention resources toward the highest risk carriers and will be challenged to meet its mission of reducing the overall crashes, injuries, and fatalities involving large trucks and buses." Due to these concerns, GAO recommended that FMCSA not publicize the flawed SMS scores on the agency's Web site and to only use the scores for targeting enforcement efforts.

Yet just 2 weeks later on March 17, 2015, FMCSA released a smartphone app called QC Mobile (QC standing for Query Central) that further publicizes its flawed safety performance data scores on a handheld device, in direct opposition of GAO's recommendations. While the Committee acknowledges that agencies do not always concur with GAO recommendations, it is deeply troubled by FMCSA's lack of willingness to address reasonable concerns about its safety performance data. The Committee directs FMCSA to prominently display on any Web site, smartphone app, or other electronic medium that provides carriers' SMS scores a disclaimer highlighting GAO's concerns and recommendations about the SMS methodology, and warning users that SMS scores are not necessarily reliable indicators of relative safety performance.

Specially Constructed Rail Service Vehicles.—The Committee is concerned that FMCSA's Federal hours of service regulations, found in 49 CFR subsection 395.3, may not take into account the unique operating environment of specially trained drivers of commercial motor vehicles specifically constructed to service, inspect, maintain, and repair railroad track to support railroad safety and operations. The Committee encourages the FMCSA to collaborate with the rail service stakeholder community to consider an exemption for these rail service providers such that on-duty time could

not include waiting time at a rail site. Instead, waiting time could be recorded as “off duty” for purposes of subsection 395.8 and 395.15, and waiting time could not be included in calculating the 14-hour period in section 395.3(a)(2), the 60-hour period in section 395.3(b)(1), or the 70-hour period in section 395.3(b)(2). This collaboration shall include providing technical assistance to the rail service stakeholder community as it considers an application for exemption from these specific hours of service regulations.

Windshield Mounted Safety Technologies.—Current FMCSA regulations restrict the ability to mount vehicle safety technologies on windshields in order to prevent obstruction of a driver’s field of view. The agency has in the past recognized the benefits of these technologies and granted short-term exemptions in cases where the level of safety is not reduced. The Committee directs the Secretary to prescribe, no later than 180 days after the enactment of this act, regulations modifying 49 CFR 393.60(e) to permanently allow the voluntary mounting on a vehicle’s windshield of vehicle safety technology likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption. Vehicle safety technologies to be considered include fleet-related incident management systems, driver performance/behavior management systems, speed management systems, lane departure warning systems, forward collision warning and/or mitigation systems, active cruise control systems, and any other technologies deemed applicable by the Secretary. Technologies that had a short-term exemption under 49 CFR part 381 in effect on January 1, 2015, shall be considered likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption.

Natural Gas Vehicle Regulations.—The Committee recognizes the significant growth and value in the market for natural gas as a transportation fuel and is aware that certain DOT regulations that address the safety of natural gas vehicles have not been updated to keep pace with new developments and the advancement of natural gas vehicles. Accordingly, the Department is encouraged to develop new safety regulations and inspection procedures for liquefied natural gas [LNG] fuel tanks and fuel systems on commercial motor vehicles, and revise and harmonize requirements for compressed natural gas [CNG] cylinders that address the inspection of such cylinders. The Department is also expected to work with industry and manufacturers to clarify and address the ability of bus manufacturers to continue to deploy buses that have roof-top mounted CNG cylinders. In addition, as there are no Federal regulations that prohibit the interstate movement of natural gas vehicles as it relates to the fuel stored onboard these vehicles for motive power, the Secretary shall clarify through guidance that, rules restricting access to bridges and tunnels in the case of an alternative fuel vehicle should not be any more restrictive than those addressing gasoline and diesel fueled vehicles.

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

	Liquidation of contract authorization	Limitation on obligations
Appropriations, 2015	\$313,000,000	\$313,000,000
Budget estimate, 2016	339,343,000	339,343,000
House allowance	313,000,000	313,000,000
Committee recommendation	313,000,000	313,000,000

PROGRAM DESCRIPTION

This account provides the necessary resources for Federal grants to support State compliance, enforcement, and other programs. Grants are also provided to States for enforcement efforts at both the southern and northern borders to ensure that all points of entry into the United States are fortified with comprehensive safety measures; improvement of State commercial driver's license [CDL] oversight activities to prevent unqualified drivers from being issued CDLs; and the Performance Registration Information Systems and Management [PRISM] program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers.

MOTOR CARRIER SAFETY GRANTS

COMMITTEE RECOMMENDATION

The Committee recommends a limitation on obligations and authority to liquidate an equal amount of contract authorization of \$313,000,000 for motor carrier safety grants. The recommended limitation is equal to the fiscal year 2015 enacted level and \$26,343,000 less than the budget request. The Committee recommends a separate limitation on obligations for each grant program funded under this account with the funding allocation identified below. The obligation limitation listed below for the Motor Carrier Safety Assistance Program [MCSAP] includes \$218,000,000 for High Priority grants, of which \$32,000,000 is for New Entrant grants.

	Amount
Motor carrier safety assistance program [MCSAP]	\$218,000,000
Commercial driver's license program improvement grants	30,000,000
Border enforcement grants	32,000,000
Performance and registration information system management grant program	5,000,000
Commercial vehicle information systems and networks deployment program	25,000,000
Safety data improvement grants	3,000,000

MCSAP Grants.—The MCSAP grant program, as currently authorized under MAP-21, provides \$218 million to States to help reduce the number and severity of crashes and related fatalities and injuries involving commercial motor vehicles. States can use MCSAP grants for multiple purposes, such as roadside inspections of large trucks and buses, and compliance reviews and safety au-

mits of motor carriers, to assist FMCSA in detecting and correcting vehicle safety defects, driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes. Roadside inspections conducted in conjunction with traffic enforcement stops have declined 36 percent from 2011 to 2014. Moreover, in 2013, DOT reported Antideficiency Act violations related to FMCSA's mismanagement of several grant programs including MCSAP. Because of these concerns, the Committee directs the OIG to conduct an audit to evaluate FMCSA's policies, procedures, and processes for ensuring MCSAP grantees' compliance with Federal requirements, and for tracking and monitoring MCSAP grant oversight activities.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION

Section 130(a) subjects the funds in this act to section 350 of Public Law 107-87 in order to ensure the safety of all cross-border long haul operations conducted by Mexican-domiciled commercial carriers.

Section 130(b) removes an annual reporting requirement for the OIG.

Section 131 requires FMCSA to send notices of 49 C.F.R. section 385.308 violations in such a way that receipt of the notice is confirmed.

Section 132 allows States that issued Commercial License Permits [CLPs] to individuals under age 18 prior to the May 9, 2011, rulemaking to continue to do so. FMCSA established a minimum age of 18 for issuance of a CLP without awareness of existing State rules and regulations at that time. In many States, commercial truck driving programs are offered through vocational training programs and the Job Corps targeted at students between the ages of 16 and 18. These programs help students prepare to drive commercial vehicles at age 18 and on the interstates after age 21, which are the minimum ages for Commercial Driver Licenses in all States.

Section 133 limits funding from being used to deny the renewal of a hazardous material safety permit under certain conditions.

The Committee urges FMCSA to expedite a rulemaking process to address this important issue.

Section 134 allows the Secretary of Transportation to continue the suspension of certain provisions of the Hours of Service restart rule if the study required by Congress in Public Law 113-164, does not demonstrate that the July 1, 2013, restart provisions resulted in statistically significant net safety benefits.

Section 135 limits funds for the Secretary of Transportation to increase minimum financial responsibility levels for motor carriers until 60 days after the Secretary submits a report on the impact of raising minimum financial responsibility levels.

Section 136 clarifies that certain commercial regulations that do not impact safety are not applicable to summer camps.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PROGRAM DESCRIPTION

The Federal Government's regulatory role in motor vehicle and highway safety began in September of 1966 with the enactment of the National Traffic and Motor Vehicle Safety Act of 1966 and the Highway Safety Act of 1966. In October 1966, these activities, originally under the jurisdiction of the Department of Commerce, were transferred to the Department of Transportation to be carried out through the National Traffic Safety Bureau within the Federal Highway Administration. In March 1970, the National Highway Traffic Safety Administration [NHTSA] was established as a separate organizational entity in the Department of Transportation.

NHTSA is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA's current programs are authorized in five major laws: (1) the National Traffic and Motor Vehicle Safety Act (chapter 301 of title 49, United States Code [U.S.C.]); (2) the Highway Safety Act (chapter 4 of title 23, U.S.C.); (3) the Motor Vehicle Information and Cost Savings Act [MVICSA] (part C of subtitle VI of title 49, U.S.C.); the Transportation Recall Enhancement, Accountability and Documentation [TREAD] Act; (5) the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU]; and (6) Moving Ahead for Progress in the 21st Century Act [MAP-21].

The National Traffic and Motor Vehicle Safety Act of 1966 provides for the establishment and enforcement of safety standards for vehicles and related equipment and the conduct of supporting research.

The Highway Safety Act of 1966 established NHTSA's responsibility for providing States with financial assistance to support coordinated national highway safety programs (section 402 of title 23, U.S.C.), as well its role in highway safety research, development, and demonstration programs (section 403 of title 23, U.S.C.). The Anti-Drug Abuse Act of 1988 (Public Law 100-690) authorized NHTSA to make grants to States to implement and enforce drunk driving prevention programs.

The MVICSA established NHTSA's responsibilities for developing low-speed collision bumper standards and odometer regulations, as well as its consumer information activities. Subsequent amendments to this law established the agency's responsibility for administering mandatory automotive fuel economy standards, theft prevention standards for high theft lines of passenger motor vehicles, and automobile content labeling requirements.

In 2000, the TREAD Act expanded NHTSA's responsibilities further, requiring the agency to promulgate regulations for the stability of light duty vehicles, tire safety and labeling standards, improving the safety of child restraints, and establishing a child restraint safety rating consumer information program.

SAFETEA-LU, which was enacted on August 10, 2005, established support for NHTSA's high-visibility enforcement efforts, motorcycle safety grants, and child safety and child booster safety incentive grant programs. Finally, SAFETEA-LU adopted new motor vehicle safety and information provisions, including rulemaking di-

rections to reduce vehicle rollover crashes and vehicle passenger ejections, and improve passenger safety in side impact crashes.

The most recent surface reauthorization, MAP-21, consolidated NHTSA's grant programs into a new National Priority Safety Program and set target spending rates for grants to States for occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcycle safety, State graduated driver licensing, and in-vehicle alcohol detection device research. The bill also mandates State performance-based highway safety plans, and creates a new teenage traffic safety program, and Council for Vehicle Electronics, Software, and Engineering Expertise.

COMMITTEE RECOMMENDATION

Continuing a long term trend, the number of people who died in traffic crashes in 2013 declined to 32,719, which was a 3.1 percent decrease from the previous year and a nearly 25 percent decline in overall highway deaths since 2004. The estimated number of people injured in crashes also declined by 2.1 percent. This decline in traffic fatalities continues a long-term downward trend leading to the fatality rate matching a historic low of 1.10 deaths per 100 million vehicle miles traveled. As the volume of freight and passenger vehicles on our highways continues to grow, NHTSA and its State partners must remain diligent to prevent further increases in the number of fatalities. The Committee recommends \$824,500,000 for NHTSA to maintain current programs and continue its mission to save lives, prevent injuries, and reduce vehicle-related crashes. This level includes both budget authority and limitations on the obligation of contract authority. This funding is \$83,500,000 less than the President's request and \$5,500,000 less than the fiscal year 2015 enacted level.

The following table summarizes Committee recommendations:

	General fund	Highway trust fund	Total
Appropriation 2015	\$130,000,000	\$700,000,000	\$830,000,000
Budget estimate, 2016		908,000,000	908,000,000
House allowance	152,800,000	686,500,000	839,300,000
Committee recommendation	130,500,000	694,000,000	824,500,000

OPERATIONS AND RESEARCH

	General fund	Highway trust fund	Total
Appropriation, fiscal year 2015	\$130,000,000	\$138,500,000	\$268,500,000
Budget estimate, 2016		331,000,000	331,000,000
House allowance	152,800,000	125,000,000	277,800,000
Committee recommendation	130,500,000	118,500,000	249,000,000

PROGRAM DESCRIPTION

These programs support traffic safety programs and related research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. These highway safety

programs emphasize alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community traffic safety evaluations, protection of motorcycle riders, pedestrian and bicyclist safety, pupil transportation, distracted driving prevention, young and older driver safety, and improved accident investigation procedures.

COMMITTEE RECOMMENDATION

The Committee provides \$249,000,000 for Operations and Research, which includes funding for the National Driver Register. This level of funding is \$82,000,000 less than the President's budget request and \$19,500,000 less than the fiscal year 2015 enacted level. Of the total amount recommended for Operations and Research, \$130,500,000 is derived from the general fund and \$118,500,000 is derived from the Highway Trust Fund, of which \$5,000,000 is for the National Driver Register. The Committee recommendation also repurposes \$14,000,000 in unobligated balances from Highway Traffic Safety Grants, of which \$10,000,000 is for highway safety research and development and \$4,000,000 is for vehicle safety research, which provides a total of \$263,000,000 for Operations and Research. The Committee recommendation includes \$7,900,000 for the Fuel Economy Program, \$10,000,000 for the New Car Assessment Program, and \$9,140,000 for Vehicle Safety Compliance.

Crash Data Collection.—In fiscal year 2012, the Committee provided one-time funding to support data modernization efforts for the National Automotive Sampling System that provides crash data on a nationally representative sample of police-reported motor vehicle crashes. The Committee directed the agency to both expand the scope and increase the sample size of its data collection to improve the precision of the statistical estimates and to take a comprehensive review of the data elements collected from each site to provide more relevant information for policy makers. The funds are being used to design two new samples, purchase better equipment for the technicians, consolidate and improve the underlying IT and begin phasing in the new systems. Over the next few years, NHTSA will transition to two new crash sample systems, known as Crash Investigation Sampling System [CISS] and the Crash Report Sampling System [CRSS], which are expected to generate key crash estimates that are more accurate than those generated with the current data systems.

In order to further increase the sample size of crashes and ensure a smooth transition to the new systems, the Committee provides at least \$34,205,000 for Crash Data Collection. This funding level supports not only CISS and CRSS, but also the Fatality Analysis Reporting System, Special Crash Investigations, the State Data System, and the Not in Traffic Surveillance system. The Committee is aware of delays in setting up new crash sites due to the Department's flawed interpretation of OMB Memo 12-12 and expects such issues to be resolved in a timely manner going forward.

Office of Defects Investigation [ODI].—The Safety Defects Investigation program investigates possible defect trends, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose